

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 837.—Vol. XXI.]

LONDON, SATURDAY, SEPTEMBER 6, 1851.

[PRICE 6D.]

FRAMWELLGATE MOOR COLLIERY.

MR. BROUGH will SELL, BY AUCTION, at the Queen's Head Inn, NEWCASTLE-UPON-TYNE, on Saturday, the 13th day of Sept. 1851, at One o'clock, and to be entered upon immediately, all that CURRENT-GOING COLLIERY, known by the name of

FRAMWELLGATE MOOR COLLIERY.

at present held by the Northern Coal Mining Company, under lease from J. C. Grainger, Esq., and others, comprising the GOODWILL, the SEAMS OF COAL, the PLANT and MACHINERY, RAILWAY, COTTAGES and OFFICES, and the RESIDUE OF THE TERM IN THE LEASES thereof—the whole situated in the township of FRAMWELLGATE, in the county of DURHAM.

The Beaumont, or Harvey seam has been sunk to, though only partially worked, and found to produce a coal capable of making coke of first-rate quality. The Hutton Seam supplies the vend of the existing colliery.

The coals are conveyed by a private railway to join that of the Earl of Durham, by which they are capable of joining railways to be shipped at the ports of Sunderland, South Shields, or Seaham.

Plans of the workings may be seen at Mr. William Green's, of the County Court, in the city of Durham; and information relative to the colliery may be had on application to the auctioneer; or to Messrs. J. and W. Galsworthy, 2, Charlotte-row, Mansion-house, London.—Blackett-street, Newcastle, August 22, 1851.

POSITIVE AND UNRESERVED SALE OF MINING MATERIALS.

MR. PRYOR has received instructions to SELL, BY AUCTION, on Monday, the 15th September instant, at Ten o'clock in the forenoon, the remainder of the—

MATERIALS AT WHEEL MARY—COMPRISING:

One 70-inch CYLINDER ENGINE, with two boilers: one large capstan and shears; one 14-inch capstan rope, 140 fms.; one flat-rod bob; fifteen 16-inch pumps; two 15-inch ditto; two 14-inch ditto; five 13-inch ditto; one 10-foot 15-inch working barrel; two 12-foot 14-inch ditto; one 10-foot 14-inch ditto; one 9-foot 14-inch ditto; one 12-foot 10-inch ditto; one 16-inch wind-rope, 10 feet long; two 14-inch ditto, 9 feet long; four 12-inch ditto, 6 feet long; one 16-inch H and top-door piece; four 14-inch clack seat pieces; four 14-inch matching pieces; two 20-inch ditto; one 16-inch plunger pole, stuffing-box and gland to fit.

A lot of 9-16ths chain, machine kiddles, and waggon, horse-whim, one smith's bellows, one anvil, lot of 8-inch wood rods and shives, miners' tools and chests, dressing tools, jiggling hatches, round buddle, 8-foot water-wheel, trunks, 80 fathoms 12-inch launders, 60 fathoms 8-inch ditto, shaft tackle and shives, dressing houses, two grindstones, 80 fathoms shaft and winze ladders, staples and glands, lot of scrap iron, useful for country smiths, old timber, and a variety of other useful articles for mining purposes, the whole of which will be positively sold.

Dated Mining Office, P. Hall, Redruth, Cornwall, September 1, 1851.

NORTH STAFFORDSHIRE.

THE CHEESEA AND OAKMOOR COPPER AND BRASS SMELTING, REFINING, WIRE-DRAWING, AND TUBING MILLS, communicating by a siding with the North Staffordshire Railway, driven by steam and water-power, replete with machinery, and in full operation, WILL BE OFFERED FOR SALE, BY AUCTION, at the Royal Oak Inn, in CHEESEA, in the county of Stafford, on Friday, the 26th Sept. 1851, at Three o'clock P.M., unless previously disposed of by private contract.—Particulars may be had on application to Rupert Ingleby, Esq., CheeSEA; or Messrs. Ward and Son, solicitors, Newcastle, Staffordshire.

PURSUANT TO A DECREE OF THE HIGH COURT OF CHANCERY, made in a cause of BIRCH v. PRICE, with the approbation of Sir William Hargrave, one of the Masters of the said court, peremptorily, by Mr. JOHNSON, on Friday, the 24th day of October next, at Three o'clock in the afternoon, at the Wynnstay Arms Hotel, in WREXHAM, in the county of DENBIGH, in one lot, the FREEHOLD ESTATE, consisting of PLAS MOSTYN FARM, COLLIERIES, and MINERALS OF COAL and IRONSTONE, situate in the said parish of Wrexham.

Particulars may be had gratis, in London, at the said Master's Chambers, Southampton-buildings, Chancery-lane; Mr. N. C. Miles, solicitor, Harcourt-buildings, Temple; of Messrs. Hughes, Fairclough, and Webb, solicitors, Clement's Inn; and in the country, of Mr. Jones, solicitor, Brynhyfryd, Ruthin; and Mr. Robert Humphreys Jones, solicitor, Wrexham; at the place of sale; and the principal inn in Ruabon, Liverpool, Manchester, Chester, Shrewsbury, Wolverhampton, and Birmingham.

LINEARS LEAD MINING ASSOCIATION.—PIG-LEAD

AND LEAD ORE FOR SALE, BY PUBLIC COMPETITION, on the following conditions, subject to arrival:—

Pig-Lead.	Lead Ore.
37 13	35 3, per Matchless, for London, bill of lading, dated Seville, 19th July.
33 3	32 11, per Ruto, ditto ditto ditto 24th July.
35 2	34 3, per Lita, ditto ditto ditto 12th August.

14 17 91 17, estimated weight. Probable yield of ore 78 per cent. for lead and 10 ozs. per ton for silver. To be taken at the assay of Messrs. P. N. Johnson and Co. before delivery, and any difference from the said yield, certified by them, to be charged or allowed for accordingly, and to be weighed on board and taken from outside the import ship at the official weights.

The pig-lead at per ton of 20 cwt. nett, delivered overboard—payment cash, less 3 per cent., and 14 days prompt; and the lead ore at per ton of 21 cwt. nett, delivered in bulk overboard—payment by approved bills at three months' date. Sales of both to date from the day of the respective ships' report inwards, and seven days thereafter to be allowed for the delivery.

Tenders to be addressed to us on or before Friday, the 12th inst., at noon. By order of the board, CLAY & GILLMAN, 28, Bucklersbury, London, Sept. 5, 1851.

TO BE SOLD, BY PRIVATE CONTRACT, the whole of the FIRE-CLAY WORKS, situated at OLD CASOP, near DURHAM, comprising STEAM-ENGINE, of 14-horse power, STONES, PUG-MILL, all complete; PRESSING MACHINE for large pipes, and DRAIN-TILE MACHINE; 4 kilns, and 4 large drying flats, 40 feet by 25 feet; branch railway and drift rails; all the moulds for chimneys, &c., necessary for carrying out an extensive business, together with office and foreman's house.

These works are held under the Bishop of Durham by lease, for 21 years, from May, 1847, and are connected by railway with Hartlepool, Sunderland, and Durham. Terms, half cash, and the remainder in approved bills. Application to be made to the Old Casop Fire-Clay Company, Ferry-hill.

WALL'S-END COLLIERY.—TO BE LET, and entered upon on or after the 28th day of September next, for such term of years as may be agreed, all that CURRENT-GOING COLLIERY, well-known by the name of WALL'S-END COLLIERY, at present held by Messrs. Archbold and partners, under lease from the Dean and Chapter of Durham, comprising the COAL MINES under the whole of the lands belonging to the said Dean and Chapter, in the township of WALL'S-END, in the county of NORTHUMBERLAND.

The Low Main Seam, which has been sunk to at a depth of 22 fathoms below the Beaumont Seam, and the Beaumont Seam, which has been bored to at a further depth of 23 fathoms, remain untouched throughout the Royalty. The Low Main Seam, in the royalty next adjoining, is of good quality, and is worked for gas purposes.

The Beaumont Seam supplies the vend of the existing colliery. The colliery is contiguous to, and has shipping berths on, the River Tyne.

Plans of the workings of the colliery, and further particulars, may be known on application to Mr. E. F. Boyd, Dyph Colliery, near Chester-le-Street; or at the offices of the Registrar of the Dean and Chapter of Durham, 28, South Bailey, Durham.

Durham, July 2, 1851.

ANTHRACITE COAL.—A fine FIELD of this valuable FUEL TO BE LET, in the parish of BETTWS, by the side of the Llanelly Railway, 12 miles from the shipping port. The anthracite of this district has proved equal in quality to the Pembrokehire, so highly prized for drying malt. This coal burns without smoke, on which account it has been used at the Great Exhibition in Hyde Park for working the machinery. When this coal is used with a blast, and vapour of water passed through it, it produces a splendid fire, generating steam with extraordinary rapidity and the greatest possible economy of fuel.

This mode of combustion is termed by the inventor, Mr. T. H. Leighton, the "hydro-carbon fire," and possesses such manifest advantages, that it must, at no distant period, be adopted on board the Government and mail-packet steamers, on which event the value of this description of property will be greatly enhanced.

For particulars apply to Thomas Jones, Esq., the proprietor, Gelly, Gwm-Aman, near Llandilo.—August, 1851.

DEVONSHIRE—NEWTON ABBOTT CLAY

TO BE LET, for a term of Ten, Fifteen, or Twenty-one years, at the option of the taker, with early possession, all the CLAYS, or CLOSES OF LAND, situate at NEWTON ABBOTT, in the county of DEVON, known as the CLAY GROUNDS, containing 323 acres, or thereabout, and lying to the trustees of the estates of the Earl of Devon.

These fields abound with pipe, pottery, and other clay, and are most conveniently situated, near the River Taw and the South Devon Railway, of which the taker can advantageously avail himself.

The lands may be viewed, and the depth of the clay tried, on application to Mr. Abberly, surveyor, Newton Abbott; and a plan thereof seen, on application to Mr. John Drew, land agent, Bowdham, near Exeter; Messrs. Lake, solicitors, New-square, Lincoln's Inn, London; or to Mr. Charles Jones, solicitor and agent, Northumberland; Exeter, at whose office the terms and conditions of letting may also be seen.

Sealed tenders to be sent to Mr. Abberly on or before the 15th September next, but the grantors do not bind themselves to accept the highest or any tender.

Northumberland, Exeter, August 19, 1851.

MR. JAMES CROFTS, of 4, KING-STREET, CHEAPSIDE, MINING BROKER, renews his OFFERS of SERVICE to CAPITALISTS seeking the means of SECURE INVESTMENTS, which can be made to yield an annual income of 15 to 20 per cent.

MR. CROFTS has SPECIALLY FOR SALE—Wheal Zion, Okel Tor, Trethery, West Polgoth, Appledore, Holmbush, Tincroft, West Callington, Wheal Sheba, Bronfoddy, All-y-Crib, Herodford, Llynnmaloos, South Tamar, Bedford United, East Tamar, East Gurnis Lake, Bodmin Consols, Warleggan, Lamhroos, Wheal Vincent, Wheal Lovel, Silver Valley, Spearcon Consols, East Wheal Leisure, Wheal Edward, East Boringdon, &c.

CAPITALISTS are reminded that the present reaction in Mining Shares, associated as it is with the abundance of money, can be but of short duration; and purchases, therefore, should not be delayed in the expectation of a further reduction in the value of shares, which is not likely to take place. The operations of the day are chiefly in mines of good REPUTE, and UNDER REPUTABLE MANAGEMENT, in which splendid investments may now be made, as well as in DIVIDEND MINES.

* * * Mr. CROFTS has shares on hand in a permanent dividend mine, paying £8 per annum upon a cost of £35 per share.

No. 4, King-street, Cheapside, September 6, 1851.

GENERAL MINING OFFICES.

MR. JOSEPH JAMES REYNOLDS, late of CAMBORNE, CORNWALL, begs to inform his friends and the public that he has COMMENCED BUSINESS as a MINING and GENERAL AGENT at the above office, and trusts, by paying a due regard to the welfare of his clients, that he will at all times merit their confidence. Having been connected with the management of mines in the most productive districts of Cornwall upwards of twenty years, and being in communication with some of the most respectable agents in the mining districts, Mr. Reynolds will be enabled at all times to furnish such information as may be relied on.

Mr. Reynolds has SHARES in the following MINES FOR SALE:—
Carnvannal
West Basset
West Stray Park
Pendarves & St. Aubyn
South Condurrow
Wheal Unity
Wheal Gill
Wheal Tremayne
Wheal Reeth
Wheal Margaret
Levant
Botallack
Bryntail
East Pool
Cook's Kitchen
Kilbricken
Stanagwyn
East Wheal Frances
East Wh. Ballewidden
Snowden (copper)

And is a BUYER in the following MINES:—
Condurrow
Great Wheal Baddern
Tremayne
North Roskar
West Wheal Selen
Trelawny
East Wh. Alfred Consols
West Providence

J. J. REYNOLDS will carry on business upon COMMISSION ONLY, making no intermediate price between buyers and sellers, and will be ready at all times to introduce the buyer and seller of any shares to each other.—Office hours Ten to Four.

MESSRS. FRANCIS & CO., in order to avoid the complicated and indefinite system of CALLS for working or proving mines, consider that a better and more satisfactory one will be found in offering the public those chiefly in which the machinery and underground work required to bring them into a state of profit has been completed and paid for.

In mines thus far advanced, it will be obvious that as there will be no risk, so there can be no necessity for calls—the speculative part of the adventure having been gone through; and in this way capitalists will be enabled to invest with the certainty of immediate returns.

Mr. MATTHEW FRANCIS takes leave to announce, that he has several THOUSANDS of POUNDS WORTH OF SHARES to DISPOSE OF, which, at the selling price, give a profit of from £20 to £40 per cent.

* * * Office, No. 7, John-street, Adelphi, London.

MESSRS. FRANCIS & LIGHTOLLER, MINING AGENTS

AND CIVIL ENGINEERS.
OFFICE.—No. 34, EXCHANGE ARCADE, MANCHESTER.
Messrs. FRANCIS and LIGHTOLLER, may be CONSULTED by MINING COMPANIES or OTHER PARTIES requiring INSPECTIONS and REPORTS on MINES of every description, or by CAPITALISTS and OTHERS desirous of INVESTING their CAPITAL in MINES or other MINERAL PROPERTIES.

Statistics and other general information connected with Mines and the Mineral Districts given or obtained with the utmost dispatch.
Capt. Abraham Francis having had upwards of 30 years' experience in the management of mines, and reported on most of the principal ones in the United Kingdom, applicants may rest assured they will receive full and satisfactory information on matters connected with mining.

Arbitrators, and contractors for the erection of engines and every description of mining machinery.

MR. RICHARD GREENWOOD begs leave most respectfully to acquaint his Friends and the Public generally that he has COMMENCED the BUSINESS of an AUCTIONEER, APPRAISER, MINING SHAREBROKER, and general COMMISSION AGENT.—MR. R. GREENWOOD having for many years been engaged in the Mining and Commercial business of this country, and being fully aware of the desirableness of strict confidence in those who arrange such transactions, does not hesitate to pledge himself to the conducting of whatever business may be committed to his care, with the strictest attention to the interests of his clients.

Parties entrusting property to Mr. Greenwood can be accommodated with an advance of money in anticipation of a sale.

OFFICES.—FYDAR-STREET, TRURO.

Dated August 18, 1851.

MINING SHARES.—MR. HENRY VATCHER, EXETER, OFFERS his ADVICE and ASSISTANCE to PARTIES willing to INVEST in the ABOVE SECURITIES. Ten years' residence in Exeter, together with periodical visits to nearly all the Mines in Devon and Cornwall, enables him to become thoroughly acquainted with their respective merits.—MR. VATCHER has at his command, at all times, practical and experienced agents, so that if any inspection is required, the same can be done without delay.

MINING AND RAILWAY OFFICES, No. 3, CASTLE TERRACE, EXETER.—MR. JOHN JURY, RAILWAY and MINING SHAREBROKER, OFFERS his SERVICES to CAPITALISTS in the PURCHASE or SALE of ANY DESCRIPTION OF PROPERTY; and will be happy to point out a selection of such stock as appear the most eligible, from data that can only be arrived at by those who give an undivided attention to the subject.—Every information afforded (either in person or by letter) to capitalists wishing to invest or exchange their securities, and sales or purchases effected upon the best terms, and at one-half the commission usually charged.

MESSRS. TREVARTON AND CO., MINING SHARE DEALERS AND BROKERS, 5, ST. JAMES'S-STREET, PALM-MALL, LONDON.

MOLYNEUX & CO., MINING AGENTS, No. 34, THREADNEEDLE-STREET, have SHARES ON SALE in DIVIDEND-PAYING and OTHER MINES, which will ensure to CAPITALISTS the safest and most unexceptionable investment.

* * * Offices of the Wheal Langford and Baring United Mining Company, and Trebell Consols Mining Company, No. 34, Threadneedle-street.

MINING, AUCTION, AND GENERAL AGENCY OFFICE.

No. 3, GEORGE-YARD, LOMBARD-STREET, LONDON.
Messrs. TREDINNICK & CO. beg to inform their Friends and the Public that they continue to TRANSACT EVERY DESCRIPTION OF MINING AGENCY BUSINESS, and have ON SALE SHARES in most of the DIVIDEND MINES in CORNWALL, DEVON, and WALES, as well as those on the eve of paying, and situate in the best mining districts.—Loans and Money Matters in general negotiated; Mines Inspected, and Reports obtained from practical agents, and every information affecting the market value of mining property afforded gratuitously.

MINING OFFICES.—ST. MICHAEL'S CHAMBERS, ST. MICHAEL'S-ALLEY, CORNHILL.—MR. R. TRIPP has for bond *vide* SALE shares in most of the BEST DIVIDEND MINES, including the following:—

Alfred Consols	Wheal Reeth	Spearcon Consols
Bedford United	South Caradon	Mary Ann
Devon Great Consols	North Basset	Providence Mines
Trevancy and Barrier	Wheal Pool Trelawny	South Tolgus
Botallack	Wheal Buller	Stray Park
And in others having present and prospective advantages, including		
Wheal Arthur (Calstock)	Bodmin Wheal Mary	Cathew Consols
Devon and Courtenay	Butterdon	East Wheal Reeth
Wheal Langford	Morilyn	East Boringdon
South Tamar	Garrog	Wheal Credor
East Tamar	Wheal Carpenter	Bodmin Consols
Tamar Consols	Great Wh. Baddern	West Alfred Consols
Hannock (lead)	Wheal Penhalo	Great Wheal Alfred

REGISTRY FOR THE SALE AND PURCHASE OF MINING SHARES.

DURANT & CO., MINING SHAREBROKERS, 58, LOMBARD-STREET, LONDON, beg to draw the attention of Capitalists to their REGISTRY for the SALE and PURCHASE of SHARES.

Shares for Disposal.
Devon Great Consols
Carn Brea
West Caradon
Trelawny
Wheal Mary Ann
Wellington
Trevancy
Tolgus
South Caradon
Great Wheal Sheba
Trevancy
Bedford United

N.B.—Statistical information furnished on British and Foreign Mines.—NO CHARGE made for the registration of shares unless business be transacted.

MINING EXCHANGE.—At a GENERAL MEETING of the shareholders of the MINING EXCHANGE, held at the Jamaica Coffee-house, Cornhill, on the 29th July, it was resolved,—

That the Committee do conclude the proposed arrangements for holding the Exchange in the Hall of Commerce, Threadneedle-street.

That for the present it is not advisable to alter the terms of admission, except to admit of half-yearly subscribers, at the rate of £8 ss. per annum.

THE MEMBERS COMMENCED BUSINESS IN THE HALL OF COMMERCE ON MONDAY, the 4th of August.

MINING PROPERTY.—MR. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Wheal Tremayne	Alfred Consols	Bedford United
Wheal Reeth	Trevancy and Barrier	West Caradon
Wheal Margaret	Carn Brea	South Caradon
Levant	East Wheal Rose	Wheal Trelawny
Botallack	Wheal Selen	Wheal Ann
Bryntail	South Tolgus	

And has also FOR SALE SHARES in MINES having a PROMISING FUTURE, and affording greater range for speculation, such as—

East Buller	West Treasury
East Basset	North Fowey Consols
Cook's Kitchen	West Alfred Consols
St. Aubyn and Grylls	North Downs

Mining Offices, 33, Clement's-lane, Lombard-street.

REMOVAL.—104, BROAD-STREET.

MR. PEET, MINING AGENT AND GENERAL SHARE BROKER, has REMOVED to the ABOVE CONVENIENT OFFICE. The same attention paid as hitherto to all MINING BUSINESS, and in the sale of shares of their kind upon present purchase will pay from 15 to 25 per cent., and have on hand Bedford United, Devon Great Consols, Mary Ann, Trelawny, West Caradon, Great Wheal Friend-ship and Venton, Boringdon Park, Wheal Catherine, Franco, Zion. Also shares in Wheal Williams—this is a continuation of the Devon Great Consols, and embracing several of the same mines; also Devon Consols North—this adjoins the latter, which, with £1 paid, are marketable at £300, and paying £48 per annum in dividends.—Every information given, either personally or by letter.—Office hours from Ten to Four.

MINING OFFICES, REDRUTH.—JOHN ROBERT PIKE, GENERAL SHAREBROKER (on Commission only), being resident in the centre of the Mining district, POSSESSES GREAT FACILITIES in the DISPOSAL OF or PURCHASING SHARES, INSPECTING MINES, &c., on the most moderate and honourable terms.

MR. JOHN PHILLIPS, MINERAL SURVEYOR AND MINE MANAGER, MARGARET-STREET, NORTH ADELAIDE, in the province of SOUTH AUSTRALIA, after three years' residence and two years' exploration in the colony, RESERVES his EXPERIENCE for BRITISH CAPITAL: awaiting the result of this advertisement in a suitable remuneration for past time and future services.

MR. THOMAS JORDAN, METAL BROKER, No. 75, OLD BROAD-STREET, CITY, exclusive AGENT for one of the BEST MAKERS of HAMMERS, FOR MARINE, LOCOMOTIVE, and other ENGINES. Also AGENT for the SALE of SOUTH STAFFORDSHIRE and WELSH BAR, BOLT and BOLLER PLATE IRON, in all its varieties.

The Proprietors of Lead and Copper Mines in Devon, Cornwall, Wales, &c., will find great advantage in the quality and cheapness of the Iron they require, by seeking quotations through the Advertiser.

MR. JOHN DAVIES, MINING SHAREBROKER, No. 38, FOWER-BUILDINGS, FOWER-GARDEN, LIVERPOOL.

MR. ALFRED SENIOR MERRY, DEALER in COBALT AND NICKEL ORES, AND ASSAYER in GENERAL.—Address: LEE-CRESCENT, BIRMINGHAM.

MINES AND MINING.—MR. HOPKINS intends LEAVING, in the early part of next week, for DEVON and CORNWALL, and will be happy to INSPECT and REPORT on any MINES that parties may require.—Address at his office, 13, Austinfriars, London.

MINING PROPERTY AT BILSTON.—TO BE SOLD, BY PRIVATE TREATY, the MINES of COAL and IRONSTONE, together with a BED of CLAY, under about four acres of land, at BILSTON. The mines have been proved by a shaft recently sunk, and a winding-engine, of 16-horse power, is erected on the premises.—Further particulars may be obtained on application to Messrs. B. Bailey and Son, mine agents, Bentley Moor, near Walsall.—August 30, 1851.

TO RAILWAY COMPANIES AND ENGINEERS.—A very superior and cheap PASSENGER ENGINE FOR SALE. Apply to Chas. Ritchie, No. 4, Retreat Cottages (near the Railway Station), Hackney. N.B. By Ritchie's patent a saving is obtained of at least 30 per cent., as regards fuel and keep of locomotive engines; there is also a saving of the rails and fuel; but their chief claim and advantage is the safety and comfort of railway travellers, and these are obtained through strength of construction, freedom from oscillation, and other peculiarities. Ample references.—Engines on license.

WANTED.—A PRACTICAL PERSON TO SUPERIN- TEND A SMELTING DEPARTMENT and a COLLIERY, and to KEEP MINING BOOKS generally. He must have a correct knowledge of dialling, leveling, and planning, as well as a practical knowledge of machinery and mining in general. Apply to Mr. Edward Dickinson, White Girt Lead Mines, near Shrewsbury.—None but those whose character will not bear the strictest investigation.—Sept. 2, 1851.

ROCKS AND TREVERBYN UNITED TIN MINES, CORNWALL.—TO BE SOLD, BY TENDER, ONE HUNDRED AND THIRTY SHARES in the above MINES—paid up £4 10s. per share. As these shares may be sold, the highest bid will be accepted.—Apply by letter (post-paid) to Mr. J. R. Horner, solicitor, King-street, Manchester.

N.B.—Also TWO HUNDRED GREAT WHEAL BADDERN, to be sold cheap.

WHEAL ZION.—WANTED TO PURCHASE, FIFTY SHARES, or any SMALLER NUMBER, in WHEAL ZION.—Address by letter, stating lowest price, "J. R.," care of Messrs. Bruce and Ford, Trump-street, King-street, Cheapside, London.

COIAPAO MINING COMPANY.—Notice is hereby given, that a DIVIDEND of FIVE SHILLINGS per share will be PAID on the shares of this Company, at the office, 22, Austinfriars, on Friday, the 10th October next, and following days. The dividend warrants are required to be left at the office two days for examination.—Please call between the hours of Twelve and Two.

By order of the Directors, ROBERT CLARE.

22, Austinfriars, August 1, 1851.

DEVON AND COURTENAY CONSOLS.—The usual TWO-MONTHLY GENERAL MEETING of the adventurers in the above Mine will be HELD on the Mine on Tuesday, the 16th of September, at Twelve o'clock at noon, for general business. It is requested that all arrears of calls (if any) be paid to me before the meeting.—Octagon, Plymouth, Sept. 6, 1851. W. RENDLE.

GREAT POLGOOTH MINE.—Notice is hereby given, that a MEETING of the proprietors, for the general purpose of the Company, will be HELD at the London Tavern, Bishopsgate-street, on Wednesday, the 17th inst., at Twelve o'clock precisely, when a statement of the first three months' operations and results, and a report from Captain Puckey and the agents on the prospects of the mine, will be submitted to the shareholders.

Offices, Winchester-house, Old Broad-street, Sept. 5, 1851.

UNION TIN SMELTING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING will be HELD here on Wednesday, the 8th day of October next, at Two o'clock precisely, when the statement of accounts and the Company's affairs will be submitted. P. WATSON, Secretary.

Salvador House, London, August 27, 1851.

WHEAL TREASURY.—Granted at 1-24th dues, or royalty. Divided into 1000 shares, of £10 each—to be paid by instalments as follows:—Now and for upwards of 18 months past working on the Coat-book Farm. The ore now raising will more than pay the current cost. A steam-engine and other necessary machinery are indispensable for the further development of the mine. Specimens of the mine, and prospectuses, may be seen and obtained at Mr. Fenton's office, 5, White Hart-court, Lombard-street, London; or prospectuses may be obtained of John Rosecor, Esq., the purser, Penzance, Cornwall; also of Mr. J. Jones, mine broker, Buttr's Head Tavern, Great Bell-alley, Moorgate-street, City.

SUBSTITUTION OF CAST-IRON FOR WOODEN SLEEPERS.

BY R. W. KERNARD, ESQ.

[Continued from last week's Mining Journal.]

The following is Mr. Peter Barlow's estimate of the cost of renewal of the iron road, assuming the durability of both wrought and cast-iron at 20 years, and the cost of rolling and re-casting, allowing for waste and carriage of material at 2s. per ton, which Mr. P. Barlow considers a liberal estimate:—

The estimated weight for a key-road is 489 tons, which at 2s. per ton	£978 0 0
Expense of laying and keep, at 2s. per yard	176 0 0
Total	£1154 0 0

Now, the sum required to be laid by at compound interest to obtain this sum of £1154. in 20 years is

Capt. Hulse's estimate, allowing the same durability in wrought and cast-iron, and 12 years for the wood, is	£2 7 5
Difference	£136 6 0

Hence the difference in favour of cast-iron appears from this to be about 56s. per mile per annum. The durability of cast-iron, however, may be safely estimated at more than 20 years, and in addition to this the diminished wear of the rails from the avoidance of the blow ought to be taken into consideration. It is not our intention, in this paper, to describe minutely the various systems of iron road which have been proposed or patented; for this we must refer to the reports or specifications, as it may be—our design is simply to seize the leading facts and direct attention to the subject; at the same time, we are bound to give notice to the systems of cast-iron sleepers for double-faced rails, patented by Messrs. Barlow and Samuel. These consist of chairs cast upon flat plates (serving as longitudinal sleepers), either in pairs, in groups of three, or continuously, so as to embrace a considerable length of rail, the plates being tied together transversely at intervals by means of wrought-iron tie-bars. The rails are secured to the chairs, either by wooden keys in the ordinary manner, by bolts passing through the rails, or by casting the plate and chair in halves, which halves being drawn together by bolts passing through them underneath, nip the rail between them as in a vice." Mr. J. M. Rendel, in his report to the board of the East India Railway, observes—"Upon all these systems the convenient size of the castings, the freedom from motion in the chairs, obtained by having them cast upon plates in pairs, or continuously, the facility of making rigid connection at the joints of the rails, and the simple manner in which cross stiffness may be obtained by bolting deep cross ties to the plates, at once point out that the best method of constructing permanent way with iron sleepers, adapted to double-faced rails, must be looked for in some modification of the various methods introduced by these gentlemen."

A new method of constructing permanent way has been recently brought out by Mr. Hoby, resembling in its leading features the system of Messrs. Barlow and Samuel, and in which both sleeper and chair may be made of wrought-iron. There are many points of great merit in this new method, but as yet it wants the sanction of experience. A few words will not suffice to sum up the question of comparative cost of the two systems of wooden and iron construction. Slight variations in the estimates must be expected in the actual experimental condition of the matter, and, of course, with time and experience, further improvements will be made and economy effected; and this observation refers especially to the maintenance of the permanent way. We can, therefore, only deal in average, without pretending to anything like mathematical precision. We assume, and this assumption is warranted by the preceding estimates, that with the iron road there will be an economy of 55s. per mile per annum upon the renewal item of expenditure, and there can be little doubt that an economy will be effected upon the maintenance to the extent of at least 30s. per mile per annum—making together an economy of 85s. per mile per annum. At the present moment there are, in round numbers, seven thousand miles of railway in the United Kingdom. The annual economy, therefore, upon renewal and maintenance will amount to 595,000s., representing a capital of nearly twelve millions sterling, calculating interest at 5 per cent. But, in a very few years, the number of miles of railway in the United Kingdom will probably equal 10,000 miles, and the economy will then be 850,000s. a year, representing a capital of 17,000,000s., or upwards of 28,000,000s. in the 3 per cents. It was a pure waste of time to enlarge on the beneficial effects this would have upon railway property, and should the estimates we have given prove correct (and we cannot doubt their accuracy, sustained as they are by the highest professional authority), it is utterly impossible that from any motive, prejudice, indifference, or interest whatever, the question should be overlooked, or even long postponed. To do so would entail both upon engineers and directors severe and deserved censure. In the above calculations we have not included private railroads and those introduced into mines; we have only dealt with public companies. Should it be objected that the above is purely hypothetical, based upon the assumption of interested parties, and that any position can be made good by the jugglery of figures, we answer that actual contracts are in existence grounded upon those figures. For instance, we know that Mr. George Wythes has offered to contract with the directors of the London and South Western Railway, for the maintenance of the whole of the permanent way upon the South Western Railway, and its branches for any term of years if laid with Barlow's patent cast-iron sleepers, such as he (Mr. Wythes) was actually laying down upon the Ashford and Hastings Railway, including renewal of sleepers and fastenings for the same at the rate of 100s. per mile per annum; and if the renewal of the rails, as well as the sleepers and fastenings, should be included in the contract, he would require an additional sum of 20s. per mile per annum.

Mr. Peter Barlow, in the appendix to his report, expresses such unqualified confidence in the truth of his estimates, that he offers "to any railway company laying down a length of five or ten miles to enter into an engagement (or find contractors who will do so) to maintain the road, and renew the sleepers for any period, for a sum not exceeding the present cost of renewal of wooden sleepers alone, so that the existing cost of maintenance of the permanent road shall be entirely saved."

And in Mr. W. H. Barlow's able paper upon the construction of the permanent way of railways, from which we have already extracted, we find the following paragraph, p. 11—"It may be stated that tenders have been made by contractors of the highest respectability, for the maintenance and renewal of the wrought-iron road, at prices very much below those now paid, and similar tenders have been made for the maintenance and renewal of the road laid with cast-iron sleepers. In both systems the object is the same—to exclude entirely the use of timber in the construction of the permanent way; and it is believed that if this can be satisfactorily accomplished, great economy will be produced both in its maintenance and renewal, and thus one great source of expenditure of railway companies will be much reduced." And again, in meeting the assumption of parties that cross-ties sleepers will last 20 years, Mr. W. Barlow remarks, p. 7—"Even supposing these expectations to be realised, the expense of renewing the sleepers will be equal to their first cost, whereas the cost of renewing the rails has been estimated by the officers of the London and North-Western Railway at 2s. per ton, or 32s. for every 1000s. originally expended. This estimate has been confirmed by contracts subsequently entered into, both by that company and by the Midland Company."

We might easily accumulate evidence upon this question, but we think that the preceding will suffice for the present occasion, our desire being to state broad principles and leading facts, with only sufficient detail to illustrate our position. Mr. P. Barlow considers that the bearing surface hitherto employed has been greatly in excess of the necessity of the case. In the various experiments he has made, the bearing surfaces vary from 20 to 35 ft. in a 15 ft. length of rail, but he has found no inconvenience in 20 ft., although he assumes 28 ft. in his estimate of cost. He observes "that the resistance to support the weight of the trains depends as much on the quality of the ballast, and the means of drainage, as on the extent of bearing surface." Indeed, on many lines of railway he has excavated an open drain along the centre of each line, thereby diminishing the bearing surface one-quarter. Indeed, "the blocks and sleepers, from laying so deep in the ballast, become troughs or ditches, to which all the water of the engine, and continually escapes from under the base of the sleepers," and hence arises the necessity of lifting roads, which would stand for years if the ballast were properly drained. Now, iron sleepers, from their position near the surface, can be readily drained below their base, and, as a consequence, less bearing is required than with timber sleepers. All these facts are of no trifling importance in a practical and economical point of view. After the preceding statements, derived from the reports of Messrs. P. W. and W. H. Barlow, the question arises as to the relative merits of cast and wrought-iron for the construction of the permanent way. There are strong arguments in favour of both, and the objections to each, as is

usual in such cases, have been greatly overstated. Of course we shall not presume to decide the matter, which must be left to the test of further experiments and a more extensive experience.

Mr. P. Barlow considers the unfavourable impression as to the durability of cast-iron to be set at rest by his experiments. He observes also that "a little reflection and examination of the cases on which such opinion is founded would show that it is erroneous, inasmuch as the chairs where the shock is first felt are at present made of cast-iron."

Mr. P. Barlow admits that, to avoid all risk of fracture, the construction should be 50 per cent. stronger than that made of wrought-iron, and, consequently, that where weight is an object, cast-iron is not so eligible as wrought; but when weight is no object, as in the case of railway sleepers, the objection falls to the ground. The powerful resistance of cast-iron to concussion may be instanced in the case of cannon, in which the shock is incomparably greater and sharper than anything which can be experienced from the passage of the heaviest trains. But in proof of the vast superiority of the iron road, we are enabled to appeal to experience in France, Belgium, and England. In all these countries carefully-watched trials of iron sleepers have been made, with uniform results, of the most satisfactory nature; and distinguished engineers having no possible interest in the matter—on the contrary, under the inevitable influence of the prejudice created by long-established routine—have been compelled, by the palpable evidence of facts and experience, to admit that the days of timber substructure are numbered. We shall now briefly specify a few of these trials, without pretending to anything like completeness, inasmuch as owing to the attention which has been excited to the question, experiments are probably multiplying from day to day. A portion of iron road has been laid between Brussels and Malines, and has been subjected to the immense traffic of the northern line of Belgium during seven years; and the engineer certifies that no fracture or displacement whatever has taken place, and that the cost of maintenance has been very trifling indeed, compared with that incurred upon the wooden road.

[To be concluded in next week's Mining Journal.]

EASTERN UNION RAILWAY COMPANY.

The half-yearly meeting of this company was held at Radley's Hotel, Blackfriars, on Friday last—JOHN CHEVALLIER CORBOLD, Esq., M.P., President of the Board of Directors, in the chair.

The CHAIRMAN read the report of the executive committee at the request of one of the shareholders, and then proceeded to address the meeting on the present position and future prospects of the company. He said the shareholders would give the directors credit for having, long before this time, fully informed them of the actual position of the company's affairs; and, though he must admit that at one time they had indulged hopes and expectations that had not been realised, still he saw no reason to think that if the course which had been recommended by them had been followed out they would now have been in the position in which, as a company, they were placed. He had on a former occasion stated that it was necessary to apply to Parliament for powers to raise a sum required to complete the works which they had undertaken, and powers were accordingly obtained to raise 250,000s. not only to complete the works in progress, but to repay liabilities that had been incurred. A professional accountant was employed to investigate the accounts, and a true statement of them was laid before the shareholders. Unfortunately, however, their credit was not sufficient, or the times were not prosperous enough, to enable them to raise the amount necessary, and they were compelled to incur fresh liabilities under great disadvantages. They had to meet some of them by paying largely for accommodation—a course which he must say would not have been called for had the views they formerly recommended been carried out. Both at the last and the previous meeting it was suggested that some arrangement should be made with the preferential shareholders, in order to extricate the company from its difficulties. On those occasions he said he did not think it was for the directors to propose anything on their part that would tend to deprive preferential shareholders of any rights they were justly entitled to. Since they had last met, a gentleman well known to many of them, a preferential shareholder deeply interested in the concern, had made some inquiries into the state of their affairs, and, as that gentleman was now present, he would be prepared to say what his views were. All he (the chairman) could say was, that they were desirous to take that course which would be most for the advantage of all the parties interested in the undertaking, according to their respective rights and priorities. (Hear, hear.) The gentleman to whom he had referred was Mr. Thomas Sturge, who had gone down to Ipswich for the purpose of procuring all the information that was to be obtained. The result of his inquiry was that he called a meeting of the registered preferential shareholders in London one day last week, when a small committee was appointed to communicate with the directors, in order to see if some arrangement could not be made for meeting their claims. The views urged by Mr. Sturge appeared to be moderate, liberal, and reasonable, and he (the chairman) said it could hardly be expected the original shareholders would concur in any arrangement unless they saw in it some fair prospect of advantage to themselves. (Hear, hear.) He had really nothing more to add. The shareholders of that railway were not at all singular in having formed sanguine expectations of success. They ought to remember that the agricultural interest more especially affected them, and that their interests must necessarily have been acted upon by the condition of the district through which their line passed. (Hear, hear.)

Mr. J. BROWN moved that the report, as read by the chairman, be received by the meeting and adopted. He maintained that if the same vigour had always been shown in the management of their business which was displayed now, they would not only have been enabled to raise the 250,000s. empowered by Act of Parliament, but their affairs generally would have been in a very different situation. He commended the directors for having appointed the executive committee, by whom the excellent report now before the meeting had been produced.

Mr. LUMBER opposed the adoption of the report. He attributed all their difficulties to the law expenses in which they had been involved, to injudicious contracts and expensive works, and to the fact of their shareholders in the country not being able to attend their meetings. His object was to get the meeting adjourned, because, in the first place, they had not obtained the report of Mr. Quilter on the condition of the company; and, in the next, because the report was not a true statement of the company's affairs as it now stood, nor of the revenue account as it ought to stand. The hon. proprietor then went into an examination of the accounts, condemning various items as he went along, and suggesting reductions, and concluded by moving an adjournment till Mr. Quilter's report could be obtained.—The amendment was not seconded.

Mr. WEBB, one of the auditors, proposed that some reference should be made to an expression in the report relative to the manner in which the auditors had put down certain items in the accounts.

The CHAIRMAN and several other gentlemen said there was not the slightest intention to throw any imputation upon the auditors, but an explanation with reference to the particular items referred to was deemed necessary, lest it might be supposed that the revenue of the company was purposely understated.

Mr. WEBB, after that explanation, withdrew his amendment.

The report was then adopted.

Mr. BROWN then moved that the number of directors should be reduced, so as not to exceed six nor be less than three.—Mr. BAKER moved as an amendment, that the number of directors should remain the same as at present.

Considerable discussion took place, and on a show of hands the resolution was carried by a majority of 12 to 10.

The CHAIRMAN said it was now a very late hour in the afternoon, and he, therefore, hoped the meeting would hear the statement Mr. Sturge had to make, which the shareholders would find to be very important. (Hear, hear.)

Mr. STURGE then rose and made a statement, of which the following is the substance:—It appears that some parties who advanced money hold bonds and other good securities of the company to the extent of 27,000s., and as, in estimating the charge on the debenture debt, interest at 5 per cent. will be calculated on these bonds, we deduct this 27,000s., which will reduce the amount to 423,000s. It is further calculated that property of the company may realise 30,000s. If this should prove correct, it will further reduce the amount to 393,000s. It is thought this amount may be further reduced by payment upon shares, calculated to produce 10,000s. As I understand, this arises on A, B, and C shares, set down in the auditors' statement as calls unpaid, 76,159s. If no more than this shall be recovered of these calls, it will be a subject to consider whether or not those shares which are not paid up ought to be forfeited, or how they ought to be dealt with. If any of these shares should be held by persons who subscribed for them, but who have since been reduced to poverty so that they are unable to pay, it is probable the general body of proprietors would admit them to hold stock to the amount they have paid, supposing in settling the company's affairs shares be converted into stock; while, on the other hand, if there should be reason to suppose that any of these shares have been made over by persons able to pay to men of no substance, then it may appear consistent with justice that they shall be forfeited. Under the table of analysis of shares as given by the auditors, it will be seen on referring to it that there is on class A shares alone 71,984s. I believe that 6s. only had been called on 3506 of these A shares of 25s. each. If so, there remains 19s. per share to be called, and it is to be expected that all honourable holders who are able will feel themselves bound to act honestly. From this source, therefore, it is reasonable to expect to get something which is due to the company. It is especially due to the preference shareholders, because it is one of those sources which have always been held out to them as a security for what they advanced. At the time these shares were issued so good an opinion was entertained of the success of the company that many of these shares sold at a premium. The Eastern Union Company will have a considerable number of small creditors whom it will be necessary to deal with in this way; for example, 6s. creditors under 100s., to whom is owing 1758s. 12s. 4d., average a little under 29s. each; 4s. creditors for land, 1888s. 7s. 4d., average a little over 38s. each. Some difficulty may be experienced in settling with creditors whose claims are for money actually lent to the company on the faith of debentures to be issued when the Harwich line should be made, or that ample securities would be given them; they certainly stand in a somewhat different position from those whose debts arise from goods supplied or compensation for land—land, in some cases, taken but not yet conveyed to the company. It will be evident to the shareholders that it must be very difficult and painful for the directors or executive committee to deal with these matters, because it is to be supposed that, entertaining at one time in common with the public at large great expectations of the profit that this undertaking was to produce, they naturally would speak encouragingly of it, and induce many of their friends to embark in it, but as it does not at present yield the expected profit, it seems necessary that a committee of shareholders should be appointed to help them over this difficulty, and to stimulate them to those exertions which justice and necessity require: 393,000s. it will be recollected, is the amount already assumed as the debt to be provided for; it may be lessened by what may be got by calls on shares, and it is to be hoped this will be something considerable. I do not like to reckon on this till it is got, but prefer to keep what may be by some thought the unfavourable view of the case before me. I, therefore, take 535,934s., the bond debt, at 5 per cent.; there is some amount of 3 per cent., but I take it at 5 per cent., because I think if a good and satisfactory arrangement of our debt, owing to the forbearance of all parties, is made, the credit of the company will be so improved as to enable it to raise or renew bonds at this rate, or even at a lower rate of interest.

Five per cent. on 535,934s. is a fixed charge of	£26,796 4 0
Rents—Stour Valley, say	£10,000
Stowmarket Navigation	1,070
Lark Navigation	5 0—11,570 4 0

Being a fixed yearly charge of

Notwithstanding the reduced amount of net revenue for the last half-year, owing to the unusual charges to revenue and other circumstances mentioned in the report, I think it quite safe to reckon the productive revenue at 110,000s., from which I deduct 60s. per cent. to cover all outlay of every description. It will be seen that our engineer estimates this will be covered by 58 per cent.; he may have very reasonable hopes to be able to effect this, and I feel confident he will use every exertion to do so. Nevertheless, 50 per cent. seems to me to be as little as we may reasonably expect; the expenses will be when revenue bears all charges; there is no reason why it may not be reduced to 53 or 50 per cent., or even lower, but this will require some time. Taking the receipts from revenue to be—say, 110,000s., deduct for expenses 66,000s., leaves a disposable balance of 44,000s.; deduct from this bond, interest, and rents, 38,566s. 8s., leaves 5338s. 12s., an amount which, in the first instance, can be applied towards interest on the debt of the company, which there is good reason to suppose will be settled on as liberal terms as circumstances will allow. There must be a forbearance on the part of shareholders, and all may have to submit to some sacrifice, which, cordially united in, may enable this company to hold up its head, when it will be in a position to maintain its rights; and then we may look to a greater degree of prosperity in time to come. (Cheers.)

A committee of shareholders, consisting of Mr. Hagshaw, Mr. Scholey, and Mr. Sturge, were then appointed to confer and co-operate with the directors and the executive committee on all matters relating to the business of the company.

A GENTLEMAN, who announced himself as one of the bondholders of the company, hoped every exertion would be made on their part to meet the case of those having claims upon them.

When the proceedings terminated the meeting was made special, for the purpose of making arrangements for leasing the Harwich branch to the Eastern Counties Company, when it should be completed.

The thanks of the shareholders were then unanimously voted to the chairman and directors, and the meeting separated.

RAILWAY PASSENGERS' ASSURANCE COMPANY.

The last half-yearly report of this company being now before us, we proceed to make a few observations upon it. Looking at the great public benefit contemplated by the society, and the actual good it has done within the short period of two years since its establishment, we are heartily glad to perceive that its income has steadily increased. We are sorry, on the other side, to perceive that the balance in hand is not sufficient to pay the shareholders any return for the capital employed in so useful an undertaking. This has arisen from a fault in the directors charging too low premiums in the first instance; but still we cannot blame them, as they had no experience to go upon in such a novel undertaking. Moreover, they were actuated in so doing by a generous desire to render the advantages of the society attainable by the poorer classes of the community. For such reasons the directors now say *peccata*, and are easily pardoned by the shareholders. However, the scale of charges now fixed upon by the board, in respect to railway officials, naturally inclines the shareholders to look forward for some return for their capital. We hope it will happen so; but it can only be by the various classes of railway travellers liberally supporting an institution in which so much has been already sunk for the benefit of themselves and their families in cases of accident. The report is well expressed, and contains the several topics of public interest, amongst which are the following:—

The directors are enabled to report a continued increase in the business of the company during the last half-year. The tickets issued during the six months ending 30th June are as follows:—Periodical tickets 2420; excursion tickets, 1838; single journey tickets, 1st class, 18,979; 2d, 40,776; 3d, 58,238. The receipts for the half-year amount to 3154s. 12s. 9d., and exhibit a growing progress when compared with those of any previous six months since the formation of the company. In consequence of the issue of tickets has been extended to 12 additional railway stations, and 44 new agents have been secured for the company, in different provincial towns throughout the kingdom, which makes the number of agents at stations and in towns, 874 on the 30th June last. The tickets of the company may now be obtained at the principal stations of 50 railways, which includes almost every important railway in England, Scotland, and Ireland, the only exceptions being the London and South-Western, the London, Brighton, and South Coast, and the South-Eastern Railways, the directors of which, notwithstanding renewed applications having been made to them during the last six months, still continue to refuse to issue tickets to be issued on their lines, and this refusal has been maintained, although in the case of each of those railways very serious accidents have recently occurred. The directors of the Bristol and Exeter Railway have recently given their consent to the issue of insurance tickets on their line, which now affords the public an opportunity of obtaining tickets at the principal stations of all the broad gauge railways in the kingdom; and it is on the above exceptions alone that they may not be had on every narrow gauge line also; but the directors trust that ere long even those may be added to the list, and the system become universal throughout the whole kingdom.

The claims upon the company for compensation, which have been made and adjusted during the past half-year, consist of two fatal cases, on which the sum of 1000s. has been paid, and 33 cases of personal injury, on which sums varying from 1s. to 425s. have been paid, making together the sum of 2068s. 5s. 6d. as compensation paid during the last six months. The entire number of claims adjusted from the period of the commencement of the company up to this date, is two fatal cases, and 99 cases of personal injury. Besides these, there are still several claims in course of adjustment, including three fatal cases, and nine cases upon which the amount of claim cannot as yet be ascertained, as the parties are still suffering from the effects of the accidents. The directors cannot but feel that so large a sum expended in compensation must tell favourably on the future business of the company, as affording the best evidence of its utility and importance to the travelling public. The directors have received letters from many of the parties compensated, expressing their satisfaction with the mode in which their claims have been dealt with, and their conviction as to the value of the institution—and although in some instances very unreasonable demands have been put forward, the directors are happy to be able to report that they have hitherto found it possible to satisfy the parties in all cases, adjusted without the necessity of having recourse to arbitration.

The receipts of the company since the 30th June, shows the same steady increase of business in the period above reported, and especially so in the case of single journey tickets, the increase in the issue of which is a most satisfactory feature in the last half-year's working; and the directors trust that this particular branch of their operations will go on steadily enlarging, because it is that which may be taken advantage of by the humblest traveller, with so slight an addition to the railway fare as scarcely to be felt in the cost of the journey; while it is that on which the risk runs off at once, and the result known at the close of each day. To render this system of insurance more satisfactory to the assured, the board have recently devised a plan by which the passenger may write his name on the ticket before commencing the journey, which, for the purposes of identification, was most desired, and have also in preparation double journey tickets for the use of excursionists, and persons taking railway day tickets—the want of which had been much complained of.

With one leading company, the "Lancashire and Yorkshire," the company has just concluded an arrangement for the insurance of 1365 of their men, and there are other companies now in communication with the directors on the same subject.

The terms on which these insurances have been effected are as follows:—

Class 1. Engine drivers

" 2. Guards, stokers, &c.

" 3. Porters, policemen, &c.

[A weekly allowance in each case for personal injury.

The directors having extended the business so much during the past six months have found it necessary to make a call of 1s. per share on the proprietors; the reasons for this call have been stated in the circular announcing it, and the directors have only to say that they do not anticipate any necessity for a further call being made hereafter. In the statement of the half-year's accounts it was mentioned that the whole amount (2068s. 5s. 6d.) paid as compensation during the last half-year had been charged to revenue, and that of this sum 1425s. was on account of accidents to the Post-office and railway services, which hazardous description of business had been undertaken before the experience of the company had enabled the directors to frame calculations of a more correct nature than the imperfect statistical data of the reports of the Board of Trade had suggested; and as such risks (at the rates previously charged) terminate with the current policies, this degree of loss cannot occur again. The directors, therefore, leave it to the proprietors to say whether the sum of 1425s. should be charged to the preliminary expenses in the capital account, and scattered like those expenses over a period of years, instead of being charged on the revenue of the last six months alone. If this is done, the directors will have to pay interest on the sum of 1425s. for the next six months will be 2438s. 7s. 4d., leaving a balance over the gross receipts of 717s. 8s. 7d.

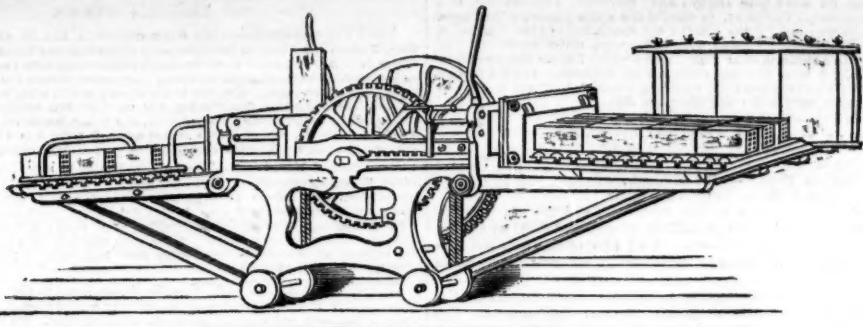
The directors are not, however, prepared to recommend the division of the balance of 717s. 8s. 7d. that would thus remain to the credit of revenue account on the 30th June. For the unadjusted claims, and the propriety of having a reserve to meet possible claims in the approaching winter months, induces them to believe that the proprietors will not desire the division of any portion of this balance till the working of the company has been more developed. They trust that at the close of the present half-year, it will be in their power to commence the payment of interest on the capital of the company.

The report was adopted unanimously, and after a hope had been expressed by a shareholder that the three railway companies who still held out would follow the example of the others, a vote of confidence in the directors was agreed to, when the meeting separated.

RAILWAY CALLS.—The amount falling due in September is 306,580s. The total for the first nine months of 1851 now amounts to 4,421,901s., against 9,642,096s. during the corresponding period of last year.

GOLD IN SOUTH AUSTRALIA.—Considerable interest has been occasioned by the gold news from Sydney, although the recollection of the similar accounts from Adelaide 16 months ago, and which resulted in no permanent operations, occasions doubts as to the extent to which in the present state of the labour-market the discovery is likely to be acted upon. By the statements from Adelaide, which arrived here in April, 1850, it appeared that gold had then been discovered in the bed and tributaries of the Onkaparinga river, and that three shovelfuls of the gravel taken at random yielded 100 grains of the metal. Yet, although two companies were immediately formed, one of a high premium, while at the same time the excitement was so general that individuals who were about to depart for California eagerly wished to cancel their arrangements, nothing of any material importance from that hour to the present has been heard upon the subject. In the present instance, however, the metal has been found in lumps as well as in grains, and hence, although the report of a trial of the earth shows that it yielded less than at Adelaide, the prospect of a district like that of California is rendered more probable. At all events, there is quite enough to warrant the supposition that the production of gold in the newly-peopled regions of the world may now be looked for as a ceaseless operation, and that the quantity obtained will keep pace with every judicious employment of capital in the necessary machinery, and the consequent reduction of the expenses of working.—Times.

PATENT TUBULAR BRICKS.



In the Exhibition is a compact machine, patented by MM. Borie, of Paris, of which the above diagram is a representation, for the manufacture of hollow or tubular bricks of peculiar construction, they being formed of a series of small tubes, each being separated from the adjoining one by only a very thin partition of the material of which the brick is formed. To the machine are attached several forms of dies, capable of producing bricks or tiles of any section, and made on an entirely new principle. These bricks and tiles can be manufactured of any description of plastic clay, marl, or loam mixed with clay; and if the material contains stones, or large sand or gravel, the machine separates it without previous removal. They are found to unite in the highest degree all the conditions necessary for a good building material—strength, lightness, impermeability to damp, noise, cold, or heat, facility of taking any forms and dimensions necessary in construction, and great economy in cost. They present as much resist-

ance in the various purposes for which they are employed, both to perpendicular and transverse pressure, as the common brick; they become more dense from the uniformity in burning, the heated air passing through the tubes, and acting on all parts of the substance. The common brick is often friable; these always dense. They can be made of the size of a common brick up to 8 or 10 times the size, and can thus be employed similar to large masses of masonry—an advantage not possible to be obtained by the common brick, in consequence of the expense of burning, and the frequent fusing of the clay. In almost any locality, the price of moulding being about the same as solid bricks, the less quantity of material employed, and the great number turned out of hand in a similar time, gives an economy in their production of from 15 to 40 per cent., according to circumstances. The machine is very portable, worked by steam, water, animal, or hand power, and one man can turn out from 3000 to 4000 bricks per day, of ordinary size. Drain pipes and roofing tiles are also made by the machine with the greatest economy.

NEW BLAST-FURNACE BLOWING-ENGINE.

Since the application of the double-action movement to the blast cylinder, introduced into the iron manufacture about 15 years since, no material alteration or essential improvement has been made in the apparatus, which comparatively has not kept pace with the general advance of the age, and has remained a large and cumbersome machine, with much complication and slow motion. Mr. Archibald Slate, of Woodside Iron-Works, Dudley, contemplating the power and speed attained by steam on railways in the locomotive engine, reflected that at least a similar power was attainable to work the blowing cylinder; and in 1848, having occasion to use some small 9-in. cylinders, driven by air from the blowing-engine, it was remarked that when driving shafts only, they sometimes reached a velocity of 200 revolutions per minute under ordinary blast pressure; and the idea immediately suggested itself to reverse their motions, making them blowing cylinders instead of air-engines, which idea, in practice, turned out to be correct. The first cylinder experimented on was 9 in. diameter, 1 ft. stroke, and driven at the rate of 320 revolutions per minute, discharging the air at 3½ lbs. per square inch through a 1½ inch tuyère, being 1-64th part of the area of the blowing piston. Assured by the complete success of this experiment, it was proposed to construct a steam and blowing cylinder of 2 ft. stroke—the steam cylinder to be 10 in., and blast cylinder 30 inches in diameter, and to couple them with a similar set, acting on a common axle. From particular circumstances, however, this coupling mode of action was not adopted, although Mr. Slate is still of opinion such plan possesses decided advantages. It was resolved fully to test the subject of blowing at high velocities, and for this purpose a steam-engine was fitted up with a 14-in. cylinder, with a blowing cylinder 40 in. in diameter. It has a 2-ft. stroke, the weight of the engine is 6 tons, the boiler 3 tons 13 cwt., length over all 27 ft., with egg ends, and 4 ft. in diameter; and the engine is fitted with the ordinary slide valves. This engine has been run up to 135 strokes per minute, but the boiler is, of course, not large enough to keep up this velocity for any considerable time. With expansion gear, however, properly adjusted, it has been found sufficient for blowing one of the large cold-blast furnaces at the Woodside Works, making 115 tons of iron per week, with a pressure of 3 lbs. on the inch, to accomplish which the engine makes from 100 to 106 strokes per minute. The fuel employed is the commonest Staffordshire slack, at a cost of 2s. per ton. The proprietors have not been able to make any very exact experiments as to the consumption of fuel, as the engine drives the punching machines as well as blowing. The coal used varies from 36 cwt. to 2 tons per day of 12 hours; but from the experience already gained, it is considered that 4000 cubic feet of air per minute, at a pressure of 3 to 3½ lbs. per square inch, may be supplied to a furnace by the consumption of 4½ tons of slack, at 2s. per ton, during the 24 hours; while it is not unlikely that with increased boiler surface (say, 10 tons of boiler to each furnace), a much less quantity of slack would be sufficient. This description of engine may be considered as an application of locomotive power to the purposes of a blowing-engine, and apparently with great success. The expense of working is not increased, while the first cost of construction of engine-house and apparatus is greatly diminished. By the use of these blowing-machines working at high velocities, the expense of plant and machinery for blowing a furnace may be reduced at the rate of 65 per cent. from what it stands at at present, or one-third only the amount. The above-described engine at Woodside has proved such engines to be adequate to as large a class of works as exist in Staffordshire; while their simplicity and portable character make them equally available at the smallest charcoal furnaces, in however remote a quarter they might be required. At the discussion which followed the reading of a paper on this subject recently before the Institution of Mechanical Engineers, it was stated that a blowing-engine could now be constructed for 500*l.*, on Mr. Slate's plan, as effective to do the same work as one for 1500*l.* on the old system.

DUNN'S CALORIC ENGINE.

A specification of this certainly ingenious endeavour to obtain motive-power by the application of caloric to atmospheric air, or other permanently elastic gases, has been enrolled, a description of which we shall endeavour to give in as lucid a manner as is possible without the aid of illustrative diagrams. The mode of applying caloric to any elastic aeriform fluid for its expansion is stated to be such that, after having caused sufficient dilatation to produce motive-power, the caloric is transferred to certain metallic substances, and again re-transferred to the circulating medium at certain intervals, or at each successive stroke of the engine—the principal supply of caloric being, therefore, rendered independent of combustion or consumption of fuel. The patentee states that he dispenses with the employment of combustibles, except for the purpose of restoring the temperature lost by radiation, the expansion of the circulating medium, and that small proportion unavoidably lost by the transfer; but how far the arrangement will answer his expectations time and practice will show. We cannot help expressing our doubts of the correctness of the inventor's deductions, and of the success of his engine.

The arrangements consist of two cylinders of unequal dimensions, placed one over the other, the smallest uppermost, the pistons of which are connected by a rod working through stuffing boxes, one end of which is attached to the crank in the usual manner. The patentee terms the upper the supply cylinder, the lower the working cylinder. The lower one has a concave bottom, forming the roof of one of the furnaces; and the piston has a chamber bolted to it, with corresponding concavity, filled with fire-bricks and ashes as a non-conducting material, to prevent, as much as possible, the heat from reaching the upper part of the cylinder. There is another cylindrical vessel, called the receiver, and a fourth called the heater, which latter has also a concave bottom, and a furnace beneath. Two vessels of cubical form are filled to their utmost capacity, excepting small spaces at top and bottom, with discs of wire net or straight wires, closely packed; or other small metallic substances or minerals, such as asbestos, so arranged as to have minute channels running up and down; these are called the regenerators. These vessels are all connected by suitable arrangements of slide valves and an exhaust chamber, and the following is said to be the *modus operandi*:

Fuel having been placed in the fire-places under the working cylinder

and heater, slow combustion is kept up, until the heaters and lower parts of the regenerators are at a temperature of about 500° Fahr. By means of a hand-pump, atmospheric air is then forced into the receiver, until there is an internal pressure of 8 or 10 lbs. to the inch. A communication is then opened with the working cylinder, the piston rises, and the air in the upper cylinder is forced into the receiver; other valves then open, so that the air passes through the wire regenerators, and has its temperature augmented. Before the piston arrives at the top of the up stroke, the valve which first opened will be closed, and another opened causing the down stroke, when the air passes through the cooled regenerator and escapes, deprived nearly of all its caloric. The air next passing takes up the caloric so deposited; and thus a continuous reciprocating motion is kept up. The specification goes on to say, that after a certain number of strokes, the temperature of the regenerators will change—the cooler one gradually gaining an increase of temperature, while the hottest gradually gets cooler; and, therefore, the position of the slide valves is reversed at about every 50 strokes by a self-acting arrangement, which can be regulated as desired. In the *Mining Journal*, a few weeks back, we inserted a paragraph from *Galignani's Messenger*, stating some such arrangement had been patented as applied to the steam-engine. We think it probable it applied to this patent of Mr. Dunn—the writer not noticing that the motive-power is to be air, or other elastic gases, and not steam.

IMPROVED METHOD OF CASTING RAILWAY CHAIRS.

Mr. E. A. Cowper, the engineer, of Hammersmith (late of Messrs. Fox, Henderson, and Co.'s works, Birmingham), has patented a new method of casting railway chairs, which bids fair, from its peculiar advantages, to come into general use. In the first place, an iron pattern is made, which is not the shape of the intended chair; but the edges of the jaws are provided to receive cast-iron chill plates, and which are made so as to give the required form to the inside of the casting. The pattern being placed in the moulding box, the chill plates are placed therein—one in contact with each jaw of the pattern. The sand is now thrown into the box, and some of it is rammed between the chill plates, thus effectually securing their close contact to the pattern; the remainder of the sand is then rammed in, until the box is full. The box and its contents are then turned upside down, in the usual way, the pattern is slightly tapped, and then withdrawn, by means of a screwed lifting-pin, the chill plates being left in the sand, and forming a good guide to the pattern as it is withdrawn. The top box is then put on, having previously been rammed up on another board, technically called an "odd side board"; the melted metal is then poured in, and the casting is complete: as soon as the metal has thoroughly set the casting may be turned out, and the chill plates will drop out of themselves. The chill plates are simply good castings made from an iron pattern, and are not filled up or fitted in any way, as the iron pattern of the chair is fitted to them; and the metal chills being closely pressed by the sand against the metal pattern, great accuracy is obtained in the position of the chills; indeed, it is a very rare thing for the shape or inclination of the jaws of the chair to vary anything like 1-32d of an inch; therefore, when the wrought-iron rail is placed within the chair, the correct inclination is accurately given to it, and if the rail is true, the chairs cannot be winding or out of parallel with each other. It is found that the chill plates stand exceedingly well; and, in fact, many hundreds of tons may be cast off one set of them. This is partly owing to their not being very thick; so that they soon get hot through, and do not strain or warp at all. The chairs are chilled just sufficiently to give a good true face; but are not chilled in very deep, in consequence of the chill plates not being very thick, and the chairs themselves containing a large quantity of metal.

On this plan of casting chairs, boys only are employed for moulding, as the great ease and safety with which the pattern is withdrawn entirely does away with the necessity of regular moulders being employed—thus the cost of manufacturing railway chairs is brought to a minimum. In conclusion, it may be stated that many thousands tons have already been cast on this plan, and that it bids fair to be universally adopted.

NEW MODE OF FIXING RAILS ON RAILWAYS.—Mr. R. S. Norris, of Warrington, has just patented some improvements in the construction of permanent ways of railways, bridges, locks, and other erections, wholly, or in part constructed of metal; also in improvements in breaks of railway carriages. Mr. Norris's specification describes a novel method of fixing the rails and other parts of permanent ways of railways; it consists in casting or forming the chairs, which are to support and carry the rails, upon the spot where they are permanently to remain. Proper moulds are placed upon both sides of the rail, where the chairs are to be, and upon the permanent iron, wood, stone, or other sleeper or bearer, and melted cast-iron is then poured into the moulds, in the ordinary manner of casting with this metal; and upon the moulds being removed when the cast support has become sufficiently cool, the rail will be found firmly imbedded in the cast support. These castings are intended to be used in place of the ordinary loose chairs, to which the rails are usually secured by keys or wedges, for the purpose of casting. The patentee employs a portable and travelling cupola furnace, which is moved along the line of railway as the work of casting progresses. This mode of fastening is also proposed to be employed in other parts of railway works.

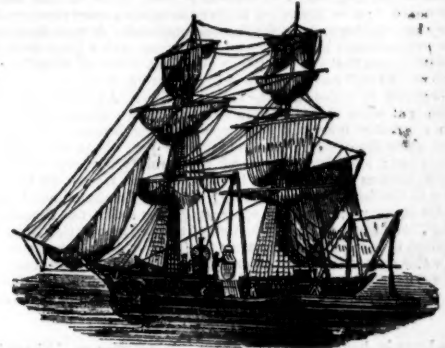
WATER BALLASTING FOR SHIPS.—Some time since Dr. David Blair White, of Newcastle-upon-Tyne, patented a plan for ballasting ships by means of water, the apparatus for effecting which has been fully described in the *Mining Journal*; and the patentee states that the whole arrangement is in such an advanced state, and its decided advantages over other kinds of ballast so apparent, that the apparatus will be shortly ready for application to any vessels whose owners may be desirous of availing themselves of it. The coal brig *Benton*, Captain Blackett, 250 tons, which has long been fitted with the apparatus, has completely established the economy, safety, and efficiency, in every point, of this mode of ballasting. On her last arrival in the Pool, and after discharging her cargo, her crew commenced at 7 o'clock on Thursday morning last to fill the ballast bags, which will hold 67 tons of water. In 40 minutes the necessary quantity was stowed away, and with the ebb of the tide she sailed down the river on her passage to Sunderland for another cargo. Between 60 and 70 visitors witnessed the operation, which was highly satisfactory, and in our next we shall give a full description of the apparatus, the mode of filling and discharging, with a statement of facts which fully prove the practicability of the patent.

BLAKE AND PARKIN, MEADOW WORKS,

SHEFFIELD.
MANUFACTURERS OF CIRCULAR AND MILL SAWS, Improved CAST-STEEL FILES, for the use of Engineers and Machinists; Patent tempered MACHINE KNIVES and CUTTERS, manufactured for planing and grooving wood, for cutting paper, iron, stone, leather, &c., made to any pattern or dimensions with the utmost exactness. Warranted to work with a harder and surer edge than any other mode of temper.
Inventors of core-annealed cast-steel for taps, piston-rods, &c.
—Manufacturers of railway springs, blister, shear, and cast-steel, &c. &c.

* * * Samples at the Great Exhibition, Class XXII., No. 199.

TO DOCK COMPANIES, WHARFINGERS, COAL, STONE, TIMBER MERCHANTS' AND OTHERS.



PATENT STEAM WHIPPING COMPANY.

Messrs. E. & A. PRIOR, the Managers of this Company, are now UNLOADING, by means of an ENGINE, their COLLIERIES in the THAMES, at an average rate of 20 tons per hour, or upwards of two hundred tons per day, and at a considerable reduction in cost. They have numerous highly satisfactory certificates from captains whose ships they have discharged, and to the owners of which the greatly increased dispatch is obviously a matter of the greatest importance.

The remarkably small dimensions and weight of the engine admits of its being placed on, and removed from, the ship's deck with the greatest facility and dispatch, by means of the barge and derrick. These engines are also thoroughly adapted for unloading in the docks, or for permanent use on board all large ships, where, in addition to working out the cargo, they might be most advantageously used for doing all the other heavy work, such as pumping, lifting the anchor, warping &c.

This Company are now prepared to contract for the unloading of any quantity of coals, or to grant Licenses for the use of the patent, on application to the managers, Messrs. E. & A. PRIOR, 153, Upper Thames-street, London.

IMPROVED LIFTING JACKS.

MANUFACTURED BY
W. AND J. GALLOWAY,
PATENT RIVET WORKS,
MANCHESTER.

The attention of parties who employ

Lifting Jacks,

is respectfully requested to the superiority of those annexed, over those hitherto in use.



IMPORTANT SAVING IN MINING OPERATIONS.

GUTTA PERCHA HOGAR PIPES, AND SPEAKING TUBES IN MINES.

The GUTTA PERCHA COMPANY have been favoured with the following important Letter from EBENEZER ROGERS, Esq., C.E., F.G.S., Abercrombie Fach, near Newport, Monmouthshire:—

March 21.—In reply to your inquiry as to the use of gutta percha as a material for the Hogar pipe used for taking up water in sinking shafts for mines, I have pleasure in stating that my application of it for this purpose is perfectly successful.

The ordinary slide pipe is entirely superseded by the gutta percha Hogar pipe, and it will be evident to every person experienced in mining, that the flexibility and lightness of the latter admits of summing in any part of the pit, without the great amount of labour attendant on that operation with iron pipes. The freedom from liability to accidents in blasting, and the great facility with which repairs can be effected in case of damage, cannot fail to recommend your material to the notice of every person engaged in mining operations.

The gutta percha Hogar pipe, which we have now in work at the Abercrombie Collieries, is about 20 feet in length, and after very severe trials in sinking through hard rocks, where the expensive slide and stock would be always liable to breakage, the gutta percha is little worse for wear. I am also glad to state that the 400 feet of speaking tube for communicating between the top and bottom of the shaft answers admirably, and is a great economy of time.

GUTTA PERCHA PUMP BUCKETS.

COPIES OF LETTER FROM MR. C. THOMAS, DOLCOATH MINE, CAMBORNE.
Camborne, Jan. 27.—Three gutta percha 12-inch pit boxes, or pump buckets, drawing water 7½-foot stroke, have been used and worn out in this mine, and I beg to inform you that they have lasted on an average six weeks each, giving double the average wear of leather boxes, or buckets. This alone is important in saving time and cost of changing boxes, especially in long lifts, and gutta percha requiring no nails for gearing, the working pieces will doubtless last much longer. On the whole, we must prefer gutta percha to leather for boxes.

SYPHONS FOR MINES.

FROM MR. A. CROSFIELD, TY MAUR COLLIERY, NEAR FORTY-FRIDD.
The gutta percha pipe sent me for the purpose of employing it as a syphon for drawing water from a damp heading at these works, answers admirably; and, although the pipe is so small, it is surprising the quantity of water passing through it. I consider that gutta percha pipes may be applied in mines and collieries to very valuable purposes, and is especially adapted to be used on the syphon principle, where local circumstances will admit of such application.

MINERS' CAPS.

Northumberland Miner's Cap.

Cornish Miner's Cap.



The GUTTA PERCHA CAPS are not only Waterproof, but afford peculiar protection to the wearer from the Falling of Loose Stones, &c. &c. &c.



EVERY VARIETY OF GUTTA PERCHA ARTICLES SUITABLE FOR MINES—viz.

Hogar Pipes, Pump Buckets, Clacks, Speaking Tubes, Engine Packings, Syphons, Miners' Caps, Waterproof Socks, &c.

MANUFACTURED BY THE GUTTA PERCHA COMPANY, PATENTEEES.

No. 13, WHARF-ROAD, CITY-ROAD, LONDON.

* * * Specimens may be seen on application to the Company's dealers.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

THE PROCESS OF ICE BEING MADE IN ONE MINUTE.

without the aid of ice, has elicited from Her Majesty, at the Grand Exhibition, her most gracious approval and unbounded astonishment, by

MASTERS & CO.'S PATENT FREEZING MACHINES.

which are now brought to the highest state of perfection; as also are the various MACHINES enumerated below:

MASTERS' PATENT FREEZING MACHINE, for making Dessert Ice and Rock Ice from Spring Water, and for Cooling Wine, &c., at a trifling cost.

BUTTER COOLER and FREEZER. ICE PERCOLATING FUNNEL.

ENAMELLED WINE REFRIGERATOR, for iced Champagne, &c.

MASTERS' PATENT SHERBY COBBLER FREEZING and COOLING JUG, for producing pure Ice from Spring Water in five minutes, at the cost of 2d., in the hottest climate.—Price 30s. and upwards.

COOLING DECANTER, or CLARET JUG.—COOLING and FREEZING FILTERER.

COOLING CUP, for Surgical purposes, &c. &c. &c.

The PUBLIC is respectfully INVITED to SEE the PROCESS of MAKING ICE, by the above machines, without the aid of ice—the same process as exhibited by Mr. Masters to Her Majesty, at his Refreshment Rooms, at the Crystal Palace, where 100 quarts of Desert Ice, and large cylinders of Rock Ice are made daily.—At Messrs. MASTERS & CO.'S principal DEPOT, 209, REGENT STREET, adjoining the Polytechnic Institution, London.

MASTERS & CO.'S PATENT SODA WATER and BEVING APPARATUS, for charging Water, Wine, Ale, and other Liquids, with pure Carbonic Acid Gas. By this apparatus the purest Soda Water may be obtained at the cost of less than one farthing per glass; and so delicate is the operation, that it may be used in the dining-room. By the addition of the Jargonelle Pear Syrup, manufactured by Messrs. Masters & Co., the most delicious effervescing beverage is produced. Price 80s., and upwards.

N.B.—Syrups from all Fruits, for flavouring Soda Water, making Lemonade, &c. &c.

Also, MASTERS & CO.'S PATENT ROYAL KNIFE-CLEANING MACHINE.

Manufactured in six different sizes, to clean and brilliantly polish Six to Twelve Knives in one minute. Warranted to last many years, and not get out of order.—Price 20s. to 6*l.* 6*s.*

MASTERS & CO., PATENTEEES, No. 209, REGENT-STREET, Adjoining the Polytechnic Institution, London.

Original Correspondence.

PROPOSED JOINT-STOCK COMPANY FOR GIVING ADVANCES UPON BLACK TIN.

Sir,—I am an unfortunate shareholder in what is reputed to be a good tin mine, but which has paid no dividend for some years past. As the price of black and red tin has been occasionally very high since the year 1846, and as it is notorious that the smelters have been making large profits, it follows that they have been enabled by their monopoly to fix the price of black tin at any such rate they may choose to name to the miners. To contract this state of things it has occurred to me that a joint-stock company should be formed for the purpose of giving liberal advances to the miners who have not the means of holding—say, for periods of two, three, or four months: the smelters would then be compelled to give the miner a more remunerating price than they have hitherto done for the raw material. A more favourable time than the present could not be adopted for starting such a joint-stock company, as it is well known that the production of tin has fallen off materially in Cornwall, and will be still further diminished, so that a corresponding less capital will be required to accomplish the object in view. At the same time, it may be noticed that while the production has suffered a material diminution, there has been a greatly increased consumption going forward. In the article of tin-plates alone the quantity exported now is just about double what it was some years ago; and from its general applicability for purposes never before thought of, such as roofing houses in America, and its use for implements in the mines in California, and for cooking utensils for the miners there, its use also in this country for making up packages for coffee, tea, &c., it seems probable that, even great as the production of tin-plates is at this time, the quantity required in the course of a year or two will be double the present production. In this case the whole quantity of tin raised in Cornwall would not nearly be adequate for supplying the manufacture of tin-plates alone.

Sept. 4.

—A SHAREHOLDER IN A TIN MINE.

MINING SPECULATIONS.

Sir,—I was in hopes, some time ago, a mining office would have been established independent of the Mining Exchange and brokers, by which the "out-adventurers" would have been protected, and mining brought to something like a regular business; but I am disappointed. I have no objection to invest in mining with honest people and hard-working captains, even according to the rule, "where it is, there it is." But it has been my lot, Sir, to be caught by jobbers and brokers, and captains, who work according to the rule, "where it isn't," and only receive "kindly promises" for my money.

St. John's Wood, Sept. 5.

—AN OLD ADVENTURER.

THE MINING EXCHANGE.

Sir,—I observe your remarks upon the Mining Exchange in last Saturday's Journal, recommending that the original sum fixed, 84. 8s. per annum, be now reduced to 54. 5s. Exclusiveness is no longer of any use; therefore, to make the Exchange useful to all alike it must be made cheap; and if this is not done quickly, there will be a rival spring up, which will be adapted to suit and to embrace all classes. The Hall of Commerce is a very good place, but there are plenty more equally so, that can be used for the same purpose at a cheap rate. I suggest that 24. per annum is quite sufficient for any member to pay, and if the present promoters do not soon fall into this plan, there will most assuredly be another Exchange spring up, which will be open to "one and all"; therefore, let them take the hint in time.—D. BODKIN: Farrington, Sept. 1.

WHEEL VENTON.

Sir,—Observing in your last Journal, shares in this mine quoted as low as 54, and such a price being likely to intimidate those shareholders to whom the "manners and customs" of jobbers are unknown, and to lead them to imagine that the receding of the shares in price results from an unfavourable state of the mine, for the information of the shareholders, permit me to give an extract of a letter I received from Captain Osborn yesterday.

George-yard, Lombard-street, Sept. 5.

JOHN WATSON, Sec.

"I am happy to inform you that the mine never looked better than it does at present; and if the shares are receding in price, the mine is advancing in value; and if we find the lode as good in the 40 as we have every reason to suppose, we shall at once commence stopping, and making dressing floors, and quickly subject it to the best of all tests—that of the sampler."

EAST WHEEL RUSSELL.

Sir,—As there has been a good deal of discussion about this mine, it may be interesting to my fellow-adventurers to read the following letter, which I have received, quite unasked for, from a well-known mining captain of experience, who was aware that I was a

SHAREHOLDER.

Sir,—It is with much pleasure I have to inform you of the discovery made in East Wheel Russell, in the tunnel end, going west. I was in company last evening when some very splendid specimens of copper ore were brought in. I can assure you the quality of the ore, mixed with such beautiful matrix, gives me the greatest confidence of this mine being ultimately a productive and profitable investment.

Zurstock, Sept. 3.

CAMBORNE CONSOLS.

Sir,—It appears that Mr. Daniell intends to prosecute me for writing a few truthful lines about this mine. Well, poor labourer as I am, I do not fear, as "truth is strong and will prevail." But if Mr. Daniell is not above the reception of advice from a friend, let him take mine, by avoiding the courts of law as much as he would avoid a den of thieves. If money is plentiful, he can surely find better employment for it than spending it amongst the lawyers. What "falseness" my letter contained Mr. Daniell does not say. Having been absent from the mine a few days, I am not able to speak as to the correctness of his statement respecting the 10 fm. level. I shall be happy to find it verified; but remembering how very sadly he has erred in his former estimates of the silver and copper production at this mine, I am obliged to receive with caution any statement bearing upon the subject. Mr. Daniell is of a very sanguine temperament, and may sometimes write under the influence of faith as the substance of things hoped for. I wish him success as "a good fellow," to use a homely phrase; and as soon as we men are paid, we shall go to our work in better spirits. As I said before I say again—the mine is well deserving of better attention, by a more effectual mode of operation. Its position is such as to leave no doubt of successful results.

World's Exhibition, Sept. 5.

A LABOURER IN CAMBORNE CONSOLS.

WHEEL ZION.

Sir,—Considering the legitimate object of your Journal to be the diffusion of truth and science, I feel very reluctant to trouble you with any communication which must appear uninteresting and unimportant to most of your readers. I cannot, however, refrain from noticing a letter which appeared in your last Number from an anonymous correspondent, who subscribes himself "An Adventurer," and professes to give an account of the condition and prospects of the mines in the Calstock district. If his representations of the other mines are not more correct than those which he makes of Wheel Zion, the less credence that is attached to his statements the better.

He understands that the Wheel Zion adventurers have lost the largest and most valuable portion of their sett, by being deprived of East Wheel Zion. He hears that they are likely to lose the remainder, in consequence of litigation between the captain of Wheel Zion and his brother. He doubts whether the rich course of ore in the great champion lode at Wheel Zion is 15 in. wide.

Now, it happens that East Wheel Zion never formed a part of the Wheel Zion sett. As to the size of East Wheel Zion, instead of being larger than the Wheel Zion sett, it is not more than one-sixth of the size. Whether it is richer than Wheel Zion remains to be proved—not a ton of ore having yet been worked in East Wheel Zion. All we know at present is that the course of ore in the Wheel Zion lode appears to diminish in the direction of East Wheel Zion, while it increases greatly in the opposite direction.

I understand that Captain Vivian, the agent at Wheel Zion, has an indisputable claim on the small sett called East Wheel Zion, which sett he will most likely transfer to the Wheel Zion adventurers when the lease to him has been executed. There is no litigation between Capt. Vivian and his brother; and if there were any, the Wheel Zion adventurers could be in no way affected by it. Instead of the rich course of ore alluded to not being 15 in. it is full 30 in. wide, with every indication of progressive increase. If you will favour me with the name of your anonymous correspondent, I can probably explain to you why he understands, hears, believes, doubts, and publishes his mistakes. While he remains anonymous, I have no right to impute motives.

North Parade, Bath, Sept. 2.

R. P. LEMON, Sec.

THE ANGLO-CALIFORNIAN GOLD MINING COMPANY.

Sir,—The Mining Journal has lately contained a number of letters relating to the Californian Gold Mining Company, calculated to perplex, not to elucidate, the state of their affairs. The last letter, in the Journal of 23d August, evidently proceeds from one unfriendly to the speculation—perhaps the British Gold Mining Company—whose mis-statements and puerile wit will not injure the Californian Company. Several articles have also appeared on the subject, whose origin may also be ascribed to the same source. Mr. Luke Williams, the late managing director, has likewise put forth his statement, not in the Journal, but upon his own account, and on which no reliance is to be placed. He says "the lawyers entered the company as directors with a view to professional gain, by winding it up; and that they put down their names as shareholders to the extent of 100 shares each. The only answer necessary is—first, that they are now enrolled in the Deed of Constitution for 5000 shares each, which, if they could have been employed as lawyers in their own bankruptcy, though they could not, would render them liable, according to Williams, to far more than their profits. Secondly, this influx of working capital makes the establishment of the company an *fait accompli*. One of the directors (a barrister) writing lately to me says—"For our own sakes we are compelled to make it (the undertaking) successful." Leaving

out of the question their pecuniary stake, what could make up to barristers for their loss of reputation? I have full confidence in the efforts now being made; but, though they who throw stones at this company may now see that they can do no harm, they may yet for some time annoy; and, therefore, I should like, as a shareholder of the Californian Company, to remind the stone throwers that most of them have glass-houses; and, if the attacks are continued in your Journal, a rejoinder, regarding the British Company will, in fairness, claim insertion. The Californian Company have said and done many things which I never supposed they could; but I believe this is over with the dismissal of Williams. Let me remind you that if the British Company repeat their annoying conduct, they will find themselves the only vulnerable party.—K.: Loughborough, Sept. 2.

WHEEL HARRIET MINING COMPANY.

At a general meeting of the shareholders, held at the George and Vulture Tavern, Lombard-street, on Thursday, the 4th inst.,

JAMES REID, Esq., in the chair,

The notice convening the meeting having been read, and the accounts for April, May, and June presented, and duly audited, it appeared that, on the 1st July, there was to the credit of the mine 1427. 0s. 4d.; of this sum 1085. 1s. is in the hands of the bankers, the balance being arrears of calls, likely to be shortly paid.

Mr. TRUSCOTT proposed that the arrears on the said shares be left to the committee, who would act on behalf of the company, as they saw fit. The shares being worth the amount due upon them there was no risk, and they would in the meantime be liable to forfeiture.

Mr. TRIPP asked what power the committee held to enforce payment of calls, and whether any contract had been entered into for machinery?

The CHAIRMAN replied that the resolutions on the cost and minute books gave ample power, and, being on the Cost-book System, they were all subject to the Stannary laws, and could be sued by any merchant or creditor, should it be found necessary; and as to the second question, no purchase had as yet been made of a steam-engine.

Mr. RICHARD HALLETT, jun., complained of the charge for agency for the last nine months, while so little had been doing; he objected to such expenses as had been going on. They had now an opportunity, however, of putting things in order, and the result of the meeting he trusted would be to effect it. He would first move that the accounts for April, May, and June, now submitted, be passed, errors and omissions excepted.

Mr. HENRY HOPPE seconded the motion, which was carried unanimously.

Mr. HALLETT then moved, seconded by Mr. H. HOPPE, and carried unanimously—"That the offices of the company be removed from No. 1, St. Michael's-alley, to No. 7, George-yard, Lombard-street, and that the offer of Mr. Knowles to act as hon. secretary till the next two-monthly general meeting be accepted—that all communications from this date be addressed to him, and that an allowance of two guineas per month be made for rent of offices."

Mr. HALLETT remarked that it became necessary to appoint a committee, and as he had always found men of business were indifferent as to attending the duties, especially when they were money out of pocket, he would propose that they elect five, and vote them 54. 5s. per month, according to their attendances. He held 260 shares, and felt certain that a paid committee would, by regular attendance to the interest of the concern, ultimately prove the best for its welfare, as it had in several other mining concerns he was interested in.

Mr. BIRDSEY confirmed the statement, adducing several cases, and was happy to second the motion, which was carried, the gentlemen selected being Messrs. Richard Hallett, jun., James Reid, A. L. Bellinger, W. A. Davidson, and Henry Hoppe.

Mr. HOPPE then, at the request of the chairman, read various letters received during the last half-year from Captain Thomas Richards, reporting progress made from time to time in the workings at and to 8 fms. below the adit, recommending the immediate erection of a 36 in. cylinder engine, for the purpose of working the mine effectually to bottom, to do which, and fork the water, he estimated an outlay of 2500l., and 12 months' subsequent workings at a cost of 200l. per month, which would make altogether 5000l. That he had been to Ireland and inspected an engine there, but did not approve of it; would examine a 50-inch adit at Budnick, if thought desirable, and there was a new one at Plymouth, a 36-inch, for which as high as 750l. was demanded; with a boiler 200l. more.

Mr. HALLETT and several other shareholders expressed their opinion that the purchase of a suitable engine be forthwith made, and urged the committee to lose no time in conferring with Capt. Thomas Richards upon the subject; a resolution to which effect being carried, the meeting terminated, with the usual vote of thanks to the chairman.

GREAT WESTERN AND FOREST OF DEAN COAL COMPANY.—We have received a prospectus of a company just formed under the above title, with the intention of working a portion of the Gloucestershire coal-field, extending over an area of 150 acres, and held by the present proprietors under a grant direct from the Crown. Under this property there has been discovered five seams of coal, together 15 ft. in thickness, three of which the company propose to work, producing upwards of 3,500,000 tons of coal, which, at the rate of 500 tons per day, and 300 working days in the year, will require above 23 years to exhaust. One of the seams produces Cannel coal of excellent quality for the production of gas; and the other two, known as the "Forest Wall's-End," have for years been in great demand—immense supplies being shipped from Lydney, and are said to be equal to the best Newcastle coals. Mr. Atkinson, one of the deputy-gavellers of the forest, who supplied the specimens of Dean Forest coal now in the Exhibition, stated, in his examination before a committee of the House of Commons, that four alone out of ten principal seams of coal described by him contain 180,000,000 tons of workable coal, sufficient at the present rate of supply to last 600 years. Although the valuable products of this field have long been known and appreciated, hitherto the cost of transit has kept them out of the London market; but a branch of the Great Western Railway, of six miles in length, being about to be carried through this very property, close to the proposed pit's mouth, will enable the company to supply all the towns on the line of the Great Western Railway with superior coals for domestic, gas, and manufacturing purposes at prices less than ever yet offered, and with large profits to the shareholders. The port of Gloucester will be another outlet for this coal, where at present ships take in ballast at 5s. per ton to proceed to Newport for coal—an expense which they will now entirely save. To carry out the proposed works effectually, it will be necessary to sink two pits at a cost, including the necessary pitwork, machinery, and plant, of 8000l.; and to supply this, and the necessary working capital, it is proposed to raise 25,000l. in as many shares of 14. each—the present proprietors taking paid-up shares equivalent to a reduction of royalty, from 1s. to 6d. per ton, an arrangement which must strengthen their interest in the success of the concern.

THE LEE MOOR PORCELAIN CLAY.—This company's works are on the southern extremity of the granite of Dartmoor. The rock readily disintegrates, separating into its component parts of quartz, felspar, and mica—the felspar decomposing on exposure, and yielding a very pure clay. By an analysis it is equal to the best quality in Cornwall. Very large accumulations of decomposed granite have, according to the reports of Prof. D. T. Ansted and Mr. Sidney Smith, been produced by natural causes in the valley near the head whereon the works are, from whence china-clay is obtained by the simple mode of washing adopted in St. Austell and elsewhere. The granite is rather large in grain, with distinct lumps of quartz and pale felspar. The plates of mica are large, the available supply practically inexhaustible, and water abundant for all purposes. The annual consumption in Great Britain is about 51,000 tons only. The situation of Lee Moor, at a considerable elevation above the sea, with a steady decline to the station of the South Devon Railway at Plympton, makes the position eminently convenient for transit. The clay might be delivered at the potteries with the greatest facility, and at a very moderate cost, so as to monopolize a large share of the trade. Upwards of 185 potteries are established in various parts of the United Kingdom, employing 24,774 hands. The exports for 1850 reached the declared value of 999,354l.—an increase of 40 per cent. in three years; 420 persons are engaged as clay merchants or miners, and considerable quantities are exported by them to France and Belgium. The Earl of Morley is the freeholder of the district, embracing an area of 4000 acres, from whom a lease for 99 years was obtained in 1855 by Messrs. J. and W. Phillips, who have incurred a very heavy but productive expenditure. They have during the last 14 years supplied the Potteries with a considerable quantity of china-clay. It has now become obvious to them, that by the adoption of improved methods of washing, by more perfect machinery, and an enlarged plan of working by means of further capital, it must prove advantageous. The same has been determined on; and, in furtherance thereof, the Earl of Morley and the Naval Bank of Plymouth, who have claims on the estate for outlay and advances, have consented to convert their claims into 1200 shares paid-up stock of the company; and the lessees are ready to dispose of their clay lease of the estate, and their whole plant and interest, in consideration of 2000 shares. These 3200 shares, with 800 new, will form the share capital of the company—the whole constituting 4000 shares of 25l. each. The lessees further agree that until a dividend of 6 per cent. per annum shall be secured on the 50,000l. (2000 preferential shares), no part of their deferred stock for the other moiety shall come in for a dividend.

WINDING-UP OF JOINT-STOCK COMPANIES.—The two important questions connected with the law of liability on this subject—viz.: as to the validity of calls upon contributories, and as to whether companies not completely registered come within the operation of the Act, having yet to be settled, the whole process of winding-up in that particular point is at present at a stand-still.

HOLLOWAY'S PILLS AN INFALLIBLE REMEDY FOR LIVER COMPLAINTS AND DYSPEPSIA OF THE STOMACH.—Copy of a letter from Mr. Henry Woodward, of Richmond, dated 25th May, 1851.—"Dear Sir,—I have suffered for many years from a most obstinate liver complaint, and although I tried various medicines, prescribed by most eminent medical men in different parts of the country, yet I could obtain no relief, and in despair I had recourse to your pills, and it is with gratitude that I acknowledge that they have been the means (under Divine Providence) of restoring me to a state of good health that I never could have anticipated."—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—We have driven in the 80, east of Field's engine-shaft, 2 fms.; since this we have driven north through the lode 9 ft.; the lode here, as a whole, is 12 ft. wide, and 3 ft. of the north part looking very promising for copper ore; on this part we have commenced driving; we expect shortly to give an account of some thing good at this point. The lode in the 80 east is 6 ft. wide, worth from 70l. to 80l. per fathom; the lode here is fast opening, and no doubt will rapidly improve. The lode in the boundary winze, sinking under the 70, is 9 ft. big, worth 140l. per fm. for copper ore. The lode in the 60, west of Field's engine-shaft, is from 3 to 4 ft. wide, having a promising appearance. No other change in any part of these mines.

BEDFORD UNITED.—The lode in the 115, east and west of Andrew's winze, is without alteration. In the 103 east the lode is 4 ft. wide, worth 44 tons of ore per fathom. The lode in Lintern's winze is worth 12 to 14 tons per fathom. In the 90 east there are good stones of ore. In Rundle's winze we have cut into the lode 2 feet without reaching the north wall, producing good work; and when cut through I shall be able to report its value per fm. There is no alteration in any other part of the mine. We weighed at Morwellham, on Friday last, June ores, 137 tons 7 cwt. 2 qrs., and sampled July ores, 146 tons.

BODMIN WHEEL MARY.—No. 6 lode is out in the 80 fathom level; it is from 3 to 4 ft. wide, composed of peach and spar, with a good deal of yellow ore disseminated throughout, and must all go to the dressing floor. We have driven west at the cross-cut 5 ft., and have put the men to open eastward also. Two feet northward of this lode there is one containing branches of ore, which incline towards No. 6, going west, and also its underlay going down; the 30 fm. level has, therefore, a very promising appearance. The shaft is being pushed with all possible speed; ground as usual. We have cut through No. 6 lode in the 10 fm. level, where it is 4 ft. wide, composed principally of gossan, with small portions of grey and black copper ore. The other works continue as last reported.

BOSORN.—Since the last report our engine has been at work, and we find she does her work well. This week she has not been used, as the men have certain repairs to clear up the winze, &c., below the adit. We are preparing flat-rods for our eastern shaft, and these will be completed by the end of the week, when the engine will be required to draw out the water from the old men's workings. I am glad to inform you that we have set one tribute pitch in this part, and this week the men have discovered some very good stones of tin. I shall sell about 307 of tin in the course of next week. Since I commenced writing the above, one of the tributaries has brought me some very rich stones of tin from what he called lower Bosorn lode. He thinks that two of them this week broke nearly 64. worth of best work.

BRYN-ARIAN.—The shaftmen have been engaged for the past week in dividing the shaft, sending down pumps, fixing footway, &c., and making other preparations for sinking the engine-shaft under the 24 fm. level. The lode in the 30 fm. level driving west of Hughes's winze, is from 7 to 8 ft. wide, 4 ft. of which we are carrying for the level, will yield 10 cwt. of ore per fm.; the slope in the back of this level is in the lode 16 ft. wide, and will yield at present 1 ton of ore per cubic fm. The slope in the back of the 10 fm. level is yielding about 8 cwt. of ore per fm. The 30 fm. level driving north of Hallett's shaft, is still yielding about 1 ton of ore per fm. We have been able to do but very little in this place since my last report, in consequence of the air becoming so very bad as to prevent the men from working; therefore we have been obliged to make a new machine to blow air, which will be worked by the engine; and I expect the men to resume working again to-morrow (the 3d inst.).

BYNTAIL.—We have resumed driving the 15 fm. level eastward, which was suspended until communicated with the 5 fm. level for ventilation, which is laying open good ore ground. The three stopes in the 15 fm. level, 12 fms., 24 fms., and 40 fms. west of the present end, will yield on an average 2½ to 3 tons of ore per fathom. The slope in the second cross-cut, east of Gell's winze, will produce 30 cwt. of ore per fm. The slope in the back of No. 1 cross-cut will produce 20 cwt. of ore per fm. The end going east in Hill's stopes will yield 2 tons of ore per fm. The ending shaft part very close about 11 fms., and expect to communicate with the 15 fm. level shortly—the ore in the shaft will yield 14 ton per fm. The cross-cut east of Hill's stopes is poor, having about 2 fms. to drive north before we come into the run of ore ground.

CARTHEW CONSOLS.—The lode in either end in the 95 fm. level has improved very much since last report, and there are now two ends of great promise. In the north one the lode is from 14 to 32 ft. wide, producing some very fine copper, with very good appearances of lead, in a branch about 4 in. wide, which is dropping into it from the west. In the south end the lode is about 14 ft. wide, well-defined, yielding good stones of lead, but not as yet in great quantities. The lode in the north end, 85 fm. level, has a very good appearance, yielding good work in copper, and from it in the back of this level, where we are stopping, we are getting rich work in lead, with portions of copper intermixed. In the west end, 75 fm. level, we have lately intersected several north and south branches; such successive branches being found larger than the preceding one, which causes us to think we are very near the north and south lode lying in this direction. In the south end, at this level, we have done but little this week, the men having been engaged in cutting flat, &c. The lode in the south end, 65 fm. level, continues to show remarkably well, and is yielding very fine work in lead. We have in the back of this level about 2½ fms. more to rise ere we shall be in communication with the winze sunk from the level above; the lode in this rise is of no less worth than in the end, and the stopes have a very satisfactory appearance, and are yielding rich lead work in no small quantities. The tribute department is looking very well, and is doing its part very well, and in meeting the expenses of the mine, and I think altogether this month we have raised as much ore (lead and copper) as will very nearly defray the cost for this period, with every probability of an increase immediately.

COCKLEY BECK (COPPER).—The lode in the deep level is now 3 feet wide, and as kindly a lode as ever I have seen. I have this day broken some fine stones of copper ore, that I should think would make a produce of at least 30 per cent. for copper. I have never seen any stones before, only spots. In the shallow adit we are now cutting into very kindly ground, showing spots of copper. With a little further driving I think we shall turn out a good mine.

COOK'S KITCHEN.—Chapple's lode, in the 200 east; is 5 ft. wide, producing good stones of tin. In the 190 east the lode is 4 ft. wide, saving work for tin—being nearly under the run of the ground gone down in the bottom of the 180, when we expect to increase the monthly sales of tin. We expect to cut the lode in the cross-cut very shortly, which will give us 30 fms. of high ground; from this lode large quantities of tin and copper have been raised. The stopes in the back of the 72 east are worth 20l. per fathom; the stopes east are suspended to drive the level to the boundary, they have their best course of ore in the Tincroft Mine. Upon North Tincroft lode, the flat-rods shaft is sinking under the 100 fm. level by six men and three boys, at 10l. per fm.; the lode is 3 ft. wide, and is disordered by a cross-course; we are down about 6 fms., and hope to be 4 fms. more by the end of the month. In the 100 east the lode is 4 ft. wide, worth 12l. per fm. We have driven 12 fms. through a lode of this value, and of a promising appearance. The prospects never were so cheering as at present. Had it not been for the deficiency of surface water for our stamps we should be paying costs; and I am proud to say we have tinstuff enough at surface not stamped to liquidate our deficiency, and never were we in a better situation for paying costs than at present.

CRADDOCK MOOR.—Since our last meeting, we have continued sinking the winze on Vivian's lode under the 20 fm. level; the lode is still large (about 2 ft. wide), but not so ore as when last reported; it seems to be going down more vertically, consequently, I expect it will fall in with Dunstan's lode a little sooner than described in last report; our progress here has been slow, the ground is hard and water quick. We have six men driving north on the cross-course in the 20 fm. level towards Gilpin's lode, at 8l. 10s. per fm. North last meeting, we have opened on the back of Gilpin's lode at surface, at its junction with the cross-course; the lode is about 3 feet wide, composed of gossan, peach, spar, and good spots of yellow ore—a kindly lode. We are now opening on the cross-course further north, in the hope of finding softer ground to sink a shaft to work this lode.

CRAIG-Y-MWYN (COPPER).—At No. 4 level, Sun vein, in the forebore the men have just come into a vein, averaging fully 6 feet in breadth, part of it mixed with spar and jack, and some little ore; it looks very well, and the strata conformed for the produce of lead. The cross-cut towards the north vein looks much the same, during the last month—the driving proceeds with all possible dispatch. No. 3 level, in several places, has been partially repaired and timbered during the last month, and is now more secure. The cross-cut south from the sole of the level has been driven into the parallel vein, and some tons of good lead ore raised; having now made an opening, the men will be able to go on and raise ore on the course of the vein. In consequence of repairing and timbering No. 3 level, and also the sump in several places, the air became very bad; therefore, little has been done to raise the lead in the sump during the last month. The trough to convey the lead from No. 4 level will soon be finished, and a temporary road has been made to bring the ore down to the sump from the level. The water-wheel and crushers are finished, and ready to use, and shall go on now (as soon as the washing-places is made) to crush the ores and prepare it for market as soon as possible.

DEVON AND COURTENAY.—The bob at Rendle's engine-shaft is fixed, and shall this day complete the wheel, and by Saturday next shall have all the stands and bottoms of the launders fixed. We have now commenced about the angle-bob, and shall set about fixing the rods for Catherine engine-shaft in a day or two. The western stopes are not looking so well as they were. I have set the eastern stopes at 6s. 8d. in 12. No alteration to notice in the 60 end or the engine-shaft since last reported.

DEVON CONSOLS NORTH.—Morris's shaft is now 19 fms. deep, and we expect to reach the adit level about the middle of this month. The lode in the bottom of the shaft is rather larger, and looks equally as promising as ever; the underlie of it is less than it was, and we have little doubt but that the lode in the adit, and that in the shaft, are distinct lodes.

DHURDE.—The new workings are proceeding rapidly, under very promising appearances. The new winze, sinking from the 10 to the 20 fm. level, produces stones of ore and quartz, mixed with good yellow ore. In the second new shaft, sunk upon the caunter lode, though only 5 feet from surface, the lode is composed of prun, flookan, rich gossan, mixed with spar and native copper, and quartz, containing good yellow ore. It is anticipated in the deeper sinking of this shaft deposits of rich ore will be discovered. At the other new shaft the lode is about 4 ft. wide, composed of iron, flookan, rich gossan, and soft quartz, with spots of rich ore; the lode throughout is mixed with fine specimens of ore.

DOLFRWYNOG (COPPER).—The malachite lode continues without alteration since my last. I have taken the men from the Fron level to commence sinking, which from indications will make a good trial in 30 fms. depth, then drive to the lode under which the late adventurers had their copper-ore; and from what I can judge they do not appear to have gone down more than 10 fms. under our present start.

DYFNGWM.—I have ordered the men to turn the end of the 22 fm. level west 45° more north, as the sink steel ore is 6 ft. to the north of the level, and this has been driven outside of the ore part of the lode for the last 15 fms.; this has been proved by the two cross-cuts last month—one of which is 16 fms. behind the end of the level, and has intersected a fine promising lode (as pretty a one as was ever seen at this mine) in this level will soon enter the lode; I have let to two men to open a fathom on the end, taking a level 5 feet wide, they will then be 4 fms. behind the present forebore, and it would be better to make a communication, so as to give a 6-fm. slope to work against a light fall, and strings of steel grained ore running through it; I expect the end of the after this fathom is driven, I shall know more the nature and direction of the lode; in the same level east we are still sinking a winze to the 32 fm. level. In the 43 fm. level west the ground improves as we drive west; I have also let to two men to drive this level east—this will be in lead ore very soon.

EAST BALLESWIDEN.—We are still sinking the new flat lode shaft under the adit level; the shaft is now 4 fms. under the adit. We find the lode improving; it is saving work for the stamps. We shall continue to sink the shaft with tin; it is saving work for the stamps.

all speed; when this shaft is 10 fms. deep we have but 2 fms. to drive to cut the road, 10 fms. to cut the black lode, and 5 fms. to cut the new lode, which is but 20 fms. to drive west to cut these three master tin lodes. We have also a good lode of tin going south of the new lode; this end is driving for 30 fms. per fm. by two men, and I expect they will break 300 lb. of tin in four weeks. The lode never looked better than it does now.

EAST BLACK CRAIG.—Our men are making but slow progress in sinking the engine-shaft; the stone is very hard, though favourable for ore. We have met with joints in the rock, with small pieces of lead in them at the depth of 5 fms.; from this we expect a good quantity when we get the lode.

EAST CROWDALE.—Our bottom levels going west are very much improved. The south lode is about 3 ft. wide, of very promising character, producing some good stones of copper, associated with some small pieces of lead, and in a beautiful stratum of fine light blue kila. The north lode also has improved in character; it is 3 ft. wide, producing throughout muddle and copper, but the stratum is less favourable at present, not having been driven so far west as the south lode; our opinion is that, as we approach nearer the cross-course, there is but little doubt of large deposits of copper. We have stopped the 58 east, and put four of the men to rise against the winze coming down from the 47, in order to ventilate the bottom of the mine.

EAST SHARP TOR.—We commenced cross-cutting the lode in the 40 fm. level, east of shaft, yesterday (Sept. 2); in my next report I will give you particulars of its character. The shaftmen are now engaged cutting a barrow road north of shaft.

EAST TAMAR.—In driving north in the 90 lode is 4 ft. wide, composed of fluor-spar and branches of calc., with occasional stones of ore. In the 70 north the lode is 2 ft. wide, worth 6 cwt. of ore per fm.; in the 60 the lode in the north end is 3 ft. wide, worth 8 cwt. of ore per fm.—easy for driving, and the back will come away at a moderate tribute; in the south it is 2 ft. wide, composed of gossan, fluor-spar, and worth 6 cwt. of ore per fm.; in the 50, north of Church-lane shaft, the lode is 2 ft. wide, worth 6 cwt. of ore per fm. The 46, north of Gullitt's shaft, is cleared and secured home to the end, which is 116 fms. from the shaft. There is some moderately good tribute ground standing in the back, which will yield a fair profit when the level is communicated to the shaft, about 40 fms. further. We have re-commenced sinking Church-lane shaft, as to get down to the same depth, and then drive back towards the end. The tribute department remains without any material alteration to notice, but it is rather improved than otherwise.

EAST WHEEL GEORGE.—We set on the 30th Aug. the 23 fm. level to drive east for four men, at 31. 10s. per fm.—lode producing stones of ore, but not rich; ditto west to six men, at 21. 15s.—lode 4 ft. wide, but poor. The stopes in the bottom of the 12 west are set to four men, at 24. per fm.—lode worth 187. per fm. We expect to sample next week August ore, about 15 tons.

EAST WHEEL REETH.—The 24 fm. level south is going forward with a little more rapidity, and the ground favourable for driving, with excellent indications for tin. The 10 fm. end north is suspended until we finish the communication from Wheel Glory bottom to this level. The lode in the end is rather more productive than usual.

ESGAI LEE.—On Saturday we set the engine-shaft to sink below the deep adit, by nine men, 3 fms., or the month, at 127. per fathom. The deep adit, east of Jones's winze, by six men, at 31. 10s. per fm.; the lode is 3 ft. wide, and has a very promising appearance, yielding 1 ton per fm. The deep adit, west of Williams's cross-cut, at 31. 15s. per fm.; the lode is from 2 to 3 ft. wide, composed of gossan, quartz, muddle, and ore, but not sufficient to value. The stope in the back of the deep adit, east of Morgan's winze, by four men, 6 fms., or the month, at 31. per fm.; the lode is improved, and yielding full 1 ton of ore per fm.; the stope in the back, west of Morgan's winze, by four men, 6 fms., or the month, at 31., yielding 1 ton per fm. We shall sample this week 20 tons of lead ore.

GONAMENA.—The 104 fathom level cross-cut is driven north of Dunstan's lode 25 fms., and we expect to cut Gilpin's lode at this level in three months. The 80 cross-cut is driven north of Taylor's lode 30 fms., and we have lately cut one lode in it; this lode in the cross-course is poor—we expect to drive on it in the course of a few days; the 80, west on Gilpin's lode is poor; but east, the lode produces 1 ton of ore per fm. The 70, west on Gilpin's lode, produces 1 ton per fm.; east, it produces 1 1/2 ton per fm. We have from 40 to 50 tons of ore for next sampling, worth about 77. per ton.

GREAT BRYN CONSOLS.—We are not yet through the large lode in the deep adit; we are 6 ft. in the lode, but it does not appear we have the south wall, neither do I think we have the main part of the lode, which is of great promise, being large, and composed of very strong quartz, &c. We are nearly home to drive close in the shallow adit, and hope soon to let down the trial shaft, which will show us the south lode, which, from the information I have from persons who have seen it shallow, contains fine stones of copper. We shall begin to sink a trial shaft on the north lode to-morrow (Sept. 4), and shall sink it on the course of the lode as far as we can go for water, to prove it, and ascertain the underlie, so as to see where to place the engine-shaft, and I expect we shall soon raise rich copper in sinking it. We shall also, as soon as we discover the south lode, sink a great adit in it, to prove it the same way. By doing this we shall be able to ascertain a great deal sooner where to place the engine. We are getting on as fast as possible with the count-house and smith's shop, and hope to have them up in the time specified. On the whole, we are getting on quite to our satisfaction.

GREAT POLGOOTH.—The ground in the cross-cut in the 110, at Taylor's is very favourable, and every appearance of a lode being near. The lode in the 96 fm. level, east of Clarke's, north of the slide, is large, worth 5 cwt. of tin per 100 sacks, with every indication of a further improvement. The discovery of tin at this point is the full confirmation that the regular course of tin continues in depth, but the best part cannot be expected in less than 20 fms. further driving. The cross-cut in the 96 fathom level, driving north through the elvan, to cut St. Martin's lode, is continuing. The lode in the 84 fm. level, east, on St. Martin's lode, is large, and producing some tin. The 84 fm. level west is worth 3 cwt. of tin per 100 sacks, and the lode is now taking down. In the winze under the 84 fm. level, the lode is kindly, and worth 3 cwt. of tin per 100 sacks; this will be soon led to the 96 fm. level, and open some new tribute ground, perhaps by the end of this month. The trial shaft in this level also shows good promise, now producing 3 cwt. of tin per 100 sacks. We have commenced driving the 66, east of stick, on the north lode, the lode in which is opening large, with some good tin, and further improvement is expected. The 36 fm. level, at Coade's, is driving east from the point of intersection, and a rise is going up to the 30 fm. level, on the course of the lode, which in both places is worth 4 cwt. of tin per 100 sacks. The pitches generally are yielding the usual quantity of tin.

GREAT SHEBA CONSOLS.—The ground in the north engine-shaft still continues favourable; the men sunk from 4 to 5 ft. last week, but are now engaged in timbering and securing the shaft. The men sinking on Vatcher's lode still continue to break good stones of ore; in fact, it looks well as we go down. Our large bob-pit will be completed in a day or two, in order for the reasons to commence building the same. The contractors are getting on with the large wheel, &c., as fast as possible.

GREAT WHEEL BADDERN.—The 51 has improved in size and quality, though the stopes are not producing as much as usual. The 40 is slightly improved, and ground more favourable for driving; the stopes, east and west of Buckley's, are producing fairly. The 30 is again poor, and ground is poor. The stopes east and west of Buckley's are looking better, also those east and west of Buckley's in this level. The new lode in the 20 is very good and daily improving. The tin pitch produces fair average work, and the stopes east and west are yielding well. We tin pitch upwards of 40 tons of lead ore on Tuesday next. The surface operations are going forward steadily, and the mine altogether looking well and gradually improving.

HERODSFOOT.—The lode in the sump-shaft is 3 ft. wide, producing 7 cwt. of lead per fm., and ground still favourable for sinking. The lode in the 137 south is 1 ft. wide, producing 4 cwt. of lead per fm.; the lode in the north end is 2 ft. wide, yielding good stones of lead. The 127 and south is 18 ft. wide, producing 5 cwt. of lead per fm.; the lode in the north end is 15 ft. wide, producing 5 cwt. of lead per fathom. The lode in the 117 and south is 14 ft. wide, producing 8 cwt. of lead per fm. The lode in the 106 and south is small, and at present unproductive. The lode in the 92 and south is 3 ft. wide, producing 10 cwt. of lead per fm., and ground getting easier for driving. The lode in the 82 and south is 15 ft. wide, producing 3 cwt. of lead per fm. The lode in the 70 and south is small, and at present is rather disordered by a slide passing through the end. The stopes generally throughout the mine are looking much the same as last reported. The ground in Bosse's shaft is favourable for sinking, and is a very pretty clay-slate stratum, and may be considered very congenial for lead, being a much kinder channel of ground for mineral than we have had for some time past. Our machinery throughout the mine is in good working order.

HOLMBUSH.—We have clean kila ground in Hitchins's engine-shaft, sinking below the 132 fm. level, and we hope we are entirely free from the ironstone floor. The ground in Wall's engine-shaft, sinking below the 100, is well in kila, by which we are able to sink faster. The lode in the 133 south is 10 ft. wide, quartz, kila, fluor-spar, and 5 cwt. lead per fm.; in the rise we have stones of lead, and expect to break good stones of lead; the lode in the 119 in the back will produce 2 tons of copper ore per fm.; the stopes in the bottom 34 tons. The lode in the 132, east of diagonal shaft, on the north part, will produce 14 tons of copper ore per fm. We are making every preparation for sinking below this level on the course of the lode to reach the 147. The flap-jack lode in the 120 fm. level, east of the great cross-course, is 2 ft. wide, producing stones of copper ore. The lode in the 110 east is 20 ft. wide, producing 14 tons of ore per fm. The pitch in the bottom of this level is still productive, and we hope the 120 will soon meet the same about ore. The 100 east is for the present suspended, and the men are looking better, also those east and west of Buckley's in this level. The new lode in the 20 is very good and daily improving. The tin pitch produces fair average work, and the stopes east and west are yielding well. We tin pitch upwards of 40 tons of lead ore on Tuesday next. The surface operations are going forward steadily, and the mine altogether looking well and gradually improving.

KESWICK.—At Brandley, the 20 fm. level north is worth 30 cwt. of lead ore per fathom. In the 20 fm. level south there is no change since last report; the same level north, in Lynn's rise, is worth 10 cwt. of ore per fm. No. 3 rise, 20 cwt. per fm. The salt sump is yielding 2 tons per fathom. At the Thorntwaite Mine there is no alteration.

KIRKCUDBRIGHTSHIRE.—At Stewart's shaft, in the 86 fm. level west, the lode has improved a little this week, and is now worth 5 cwt. of lead per fm. The lode in the rise over the 74 west is opening with good stones of lead through it, yielding 6 cwt. of lead per fm. At Gilpin's shaft, in the 74 east, the lode is 3 ft. wide, with small spots of ore; in the rise over this level west the lode is large, but they have not taken down the ore parts for the week. In the 63 west the lode is 3 ft. wide, yielding half a ton per fm. In the 50 west it also looks well, yielding 12 cwt. of ore per fm. In the 40 west we have slight indications of ore, with disordered ground.

LYDFORD CONSOLS.—At Wheel Mary, the lode in the adit, south of the gossan shaft, is much the same as last reported, of good size, and spotted with lead and copper ore. We have not done anything on the Fanny lode since last week, having been obliged to employ the men at Wheel Adventure for more speedy completion of our surface jobs there. At Wheel Adventure, the lode in the adit south of the same size, and composed of fluor-spar, spotted with muddle. The lode in the western cross-cut in the adit level is composed of gossan, spar, and spots of muddle. We are progressing with our wheel satisfactorily, having four carpenters engaged on it; who it is hoped will finish the latter end of this week; and I hope next week we shall be in a position to commence working the water.

MARK VALLEY.—The lode in the 94 fm. level west is still split by the elvan course; the level is being driven on the south part, which is 3 ft. wide, chiefly capel and peach, intermixed with muddle and copper ore; the stratum under the lode is kila, a portion of which is being carried to facilitate the driving. Driving east in this level the lode is 10 ft. wide, composed chiefly of capel and spar, consisting muddle and copper ore; the winze sinking in this level is composed of capel, intermixed with muddle and copper ore, producing 4 tons per fathom for the breadth carried. In the 65 fm. level, driving east, the lode is 10 ft. wide, producing about 4 tons of copper ore per fm.; one stope in this level is yielding 12 tons of ore per fm., and another about 8 tons. The lode in the midway level, driving east, is 12 ft. wide, yielding 9 tons of ore per fm.; the stope in the bottom of this level is producing 6 tons, and that in the back 2 tons of copper ore per fm. The lode in the 30 fm. level is composed of capel, muddle, and copper ore, yielding from 1 to 2 tons of the latter per fm.

MERLYN.—The lode in the winze-shaft below the 26 fm. level is about 1 foot wide, producing a little lead. The boundary winze below the 26 fm. level is suspended, the water having become so quick as to prevent us sinking further; it has nearly reached the 36 fm. level; the 26 fathom level, west of winze-shaft, is suspended for the present; the men are engaged raising against the winze coming down from the 16 fathom level, for ventilation; the lode is worth 157. per fm. The lode in the winze in the bottom of the 16 fm. level is worth 87. per fm. The 16 fm. level, west of engine-shaft, is worth from 300. to 350. per fathom. The lode in the 15 yard level is getting clear of the cross-course, and producing a small quantity of lead.

PENRALT.—We have commenced sinking the shaft from the 10 to the 30 fm. level. The two lodes will meet at about the 15 fm. level; the shaft is going down on the north lode, and for the last fortnight has continued to improve daily in depth, and is now yielding a fair quantity of ore. I have no fear but that we shall shortly, at the junction of the lodes, meet with a good body of ore.

PRINCE ALBERT.—We are progressing favourably with the diagonal shaft, and shall hold it in less time than was anticipated; the lode in this shaft is producing good tinstuff, even from the surface downward, and I rather think that it will produce sufficient tin to pay the expense of sinking. I have levelled for the leads, and hope to commence the cuttings next week, and to push onward with fixing the wheel, &c., without delay.

RIX HILL.—We have suspended the middle shaft until we have seen more of the driving in the 50 east, and in the meantime put the men to drive a cross-cut to the north lode in the 50 fm. level, our prospects being dull at present in this part of the mine, and we think it desirable for the present to confine our operations at these points at the bottom part of the mine, and explore the 17 fm. level in the western part, having met some good discoveries at this lode; we set two pitches in this level on the 30th Aug. at 3s. 6d. tribute out of 11. Little or no alterations in any other of our tribute department. Our last parcel of tin computed at 17 tons, and we hope ore this it has reached Truro. We have now about 24 tons more on the mine, which will be sampled with our next ore.

SILVER VALLEY AND WHEEL BROTHERS.—Since our last report, the rich branch of silver ore in the lode in the 34 fm. level has continued regular, and we have broken several bags of very fine work. To-day (Sept. 4), we have brought up richer stones of the grey oxide of silver than we have before seen, and should the branch hold as rich as it is now in sight, which we can almost rely upon, in the course of two or three weeks we shall have a very fine sample for sale to market. We have risen in the back of the level sufficiently high to enable us to put in a stail, when we shall resume driving the end, as well as continuing the rise. There is still a little grey silver to be seen in the lode in the 35 fm. level, and the branch is much larger than when we reported last week. The lode in the 14 fm. level is 3 ft. wide, and a prettier gossan cannot be seen in any part of the mine from where a large quantity of silver was returned than in the present end. We have not yet made any discovery at Murray's shaft.

SOUTH TAMAR.—The engine-shaft is sunk 4 fms. 1 ft. under the 124—ground favourable for sinking; the lode in the bottom of the shaft continues to carry a good branch of lead, worth 8 cwt. per fm.; in the 124 the lode in the north end is 2 ft. wide, worth 7 cwt. of ore per fm.; the south end is yielding 12 cwt. of ore per fm. In the 112 the lode in the north end is 2 ft. wide, worth 6 cwt. of ore per fm.; the south end is worth 10 cwt. per fm., with a good prospect of becoming more productive. In the 90 and 100 north the lode is much changing for the better; it is now 3 ft. wide, with capels and strings of ore throughout. In the 90 south the lode is large, and presents a more than usually promising appearance, worth 9 cwt. of ore per fm. The 80 south is 3 ft. wide, worth 9 cwt. of ore per fm. In the 60 we are clearing south, and enlarging the level as we proceed; in all probability we shall soon reach the shoot of ore we are now working on in the back of the 80. In the 30 south the lode is much improved, and more regular, producing 6 cwt. of very good ore per fm., and likely to open very profitable ground. The tribute department is looking well, and calculated to maintain the present samplings. We have 46 men employed on tribute, at an average of 6s. 8d. in 17. for lead. The number of workmen is 64.

SOUTH TOLGUS.—The 66 and 54 fm. levels west, on north lode, are still in poor ground. The 54 west, on Youren's lode, has some ore in it; the rise from the same level east, on south lode, is worth 2 tons of ore per fm. The 48 west, on Youren's lode, is still in poor ground, but the 48 east, on same lode, is worth 1 ton per fm.; ditto east on south lode, is yielding some ore; ditto west, on north lode, 1 ton per fm., and very promising. The 32 west, on Youren's lode, is yielding half a ton per fm. The mine altogether presents an improved appearance.

TINCROFT.—We have cut north Tincroft lode in the 110 fm. level, which is producing good stones of ore. Chapple's lode, in the 120, west of Downright shaft, is looking rather better, and the other parts of the mine are as last reported.

TOKENBURY.—Since our last meeting, we have fixed the air-pipes, and commenced driving south on the cross-course towards South Caradon south lodes, which continue in that mine to have a very favourable appearance. We have four men engaged driving west on D lode; this lode during the two months has been 3 feet wide, composed of gossan, muddle, and black ore. E lode west is improved since last reported—it is about 2 ft. wide, composed of muddle, gossan, spar, and black and yellow copper ore. We have taken the men from E 3 lode, and employed them to drive on this one, as the appearances are more kindly. The ends on D and E lodes are about 45 fms. from surface, and the adit and towards South Caradon lodes near 60 fms. At South and West Caradon Mines large quantities of ore have been raised from shallower depths than these.

TREBELL CONSOLS.—The engine-shaft is down between 3 and 4 fathoms from surface, in granite, ground not very hard; present price 77. 7s. per fathom, which, considering the size of the shaft, is very reasonable. We have two men working on the shaft, and the shaft is in readiness to be in readiness for stamping by the time the engine is erected; instead of two there should be four men employed, but when the stamps go to work they will soon beat out a very large quantity. Our prospects in the tin department are everything that we could reasonably desire, when we take into consideration the shallowness of the workings. We are opening a very good quarry close to the buildings, so that we save considerably in the carriage of stone. The walls of the count-house, smiths and carpenters' shops are nearly up, and the slate for covering the same on the mine—we hope the whole will be completed by the next day. We are at present treating for a lease of the mine, the title of which is good (oak), which we do to construct, and Capt. Williams and myself intend to fix to it, as a hill, to draw timber from the large tin lode. We shall so fix it that, if required, it will command two shafts, and it seems very likely we shall at some period, not very distant, require another shaft further east for the twofold purpose of ventilation and drawing tinstuff for the stamps, as the large lode is yielding good work for the whole of the length opened on it. At St. Gouger we have driven several fathoms west on the monster copper lode, and find it a very promising lode, well defined, composed of gossan, mica, muddle, &c., and occasionally a spot of copper ore. We have now determined on putting six men to work to sink on the same as fast as possible during the fine weather, which possibly in a fortnight may show something valuable for the ground being so shallow, and in this I am not alone, as it is the general opinion of the miners in the neighbourhood.

TRELEIGH CONSOLS.—Christie Lode: In the 100 fm. level, west of Garden's shaft, the lode is 24 ft. wide, with stones of ore. In the 90, west of ditto, the lode is 24 ft. wide, worth 357. per fm.; in the stopes above this level, west of Terrell's winze, the lode is 2 ft. wide, worth 261. per fm.; ditto, east of ditto, lode 2 ft. wide, worth 121. per fm.; ditto, east of Arthur's winze, lode 24 ft. wide, worth 201. per fm. In the 80 fm. level, east of Christie's shaft, the lode is 15 ft. wide, with stones of ore.—Parent Lode: In the 64, north of Parent shaft, the lode is 10 ft. wide, worth 401. per fm.; ditto, south of ditto, driving south to cut Middle lode. The 20 east of Parent shaft is suspended. Middle Lode: At Burgess's shaft, below the 13 fm. level, the lode is 20 in. wide, with good stones of ore.

TRELOWETH.—Harrison's shaft is holed to the 82 fm. level; we have put four men to work upon the ore in the end of the shaft, and the other two to drive the level west. We have driven 1 fm. in the 32 east, where the lode continues to produce good stones of yellow ore. Driven in the 45 cross-cut south 2 fms., ground looking favourable for producing copper ore. Sunk in the engine-shaft 5 ft.; ground not so hard. At Woodfall's we have sunk 24 fms. in a good-looking kila, and have no doubt we shall be down to the 32 in eight weeks. Finding so congenial rock for copper at Woodfall's, has induced me to commence another shaft 100 fms. east of Cole's engine-shaft, where we shall sink 20 fms. to 30, and 33 fms. for 40. In consequence of the lode being large and hollow, it drains the water a great distance, and enables us to develop the ground rapidly. Provided a discovery be met with at either of the new points, Woodfall's or Brightman's, it will be a great object. Looking forward to cutting the lode in the 45 against next pay-day (Sept. 12) makes me feel very anxious.

TREVILLE (SILVER-LEADS).—We have resumed sinking our engine-shaft; our new pitwork works well, and unless the water in the bottom of the shaft increases very much, we shall see the lode in seven weeks from this date (Sept. 2) in the 35 fm. level. The lode in the 23 fm. level is as last reported; it is impossible to see a kinder or more beautiful lode.

UNITY CONSOLS.—At Gray's engine-shaft we are now 13 ft. below the 60 fm. level, and find the ground very good for sinking. The men will commence to-morrow (the 22 inst.) to cut clister and pit, which will very much accelerate their progress; in the 60 fm. level east the lode is 3 ft. wide, worth 157. per fm. for tin; in the 60 fm. level west the lode is 2 ft. wide, producing, from a leader 7 in. on the north side, about 14 tons of copper ore per fathom, and the remainder, or south side of the lode, rich work for tin, worth altogether for tin and copper 357. per fm.; in the rise in the back of the 60 west the lode is 8 ft. wide, producing good copper ore, and promising to be very productive. In the 50 fm. level east the lode is 2 ft. wide, producing good stones of tin, but we are obliged to stop driving this end for want of air; some men are put to rise in the back of this level against Buckley's shaft, which is down to the 40, and when holed we shall have good air to allow the men to recommence their operations in this end; in the 50 fm. level west the lode in the end is 18 in. wide, worth 171. per fathom for tin. In the 30 fm. level, east of Buckley's, the lode is 3 ft. wide, worth 71. per fm. for tin.—Lambo: At Kenworthy's engine-shaft, in the 40 fm. level east, the lode is 18 in. wide, and greatly improved within the last three or four days, now worth 104. per fathom for copper. The winze going down from the 30, east of Trevelde's shaft, and called "Old Men's Sink," is quite dry; no doubt drained by the 40 end; the winze is now down about 3 fms., and we have an excellent lode in it 15 in. wide, worth 167. per fm. for copper. In continuing our cross-cut towards Hampton's lode we have, within the last few days, cut a small branch of spar about 4 in. wide; cutting branches of this kind is a good indication that the lode is very near. Our doors are full of tinstuff, waiting for the stamps. We are getting on well with our copper ore dressing operations, and hope to get a good parcel ready by next sampling.

WEST GOGINAN.—There is no particular alteration here since my last. The lode in the engine-shaft, sinking under the 15 fm. level, is still larger, and spotted with lead ore. The lode in the deep adit level, driving east from the old shaft, is 3 ft. wide, composed principally of gossan, mixed with kila and small branches of lead ore.

WEST PHENIX.—The engine-shaft is down 13 fms. 4 ft. the ground in which is much the same for sinking. I have set to clear and make good the adit and adit shaft, at 5s. per fm., for 50 fms. stent, or home to the engine-shaft. All the rest of our workings are going on satisfactorily.

WEST POLGOOTH.—We have just cleared up to see the lode in the bottom of the level, where we find a very good branch of tin. Our men are at work from 1 o'clock on Monday morning till 6 o'clock on Saturday evening, so that no time is lost. I should recommend the engine-shaft to be widened for a few fathoms before we commence sinking on the west part of the mine. The water is to the back of the level, and will be so until Hancock's shaft is sunk a few fathoms under the 12 fathom level. The stope in tin referred to in last report has been inspected by competent parties, and declared to be excellent.

WEST UNITED HILLS.—The smiths and carpenters' shops are completed and the engine-hoist will be completed by the middle of next week. The engine-shaft is sinking by six men, but the progress is not quite so great as I had reckoned upon. We

shall have sunk about 7 fms. by Saturday next, after which time we purpose to add three more men, and work with nine instead of six; the ground in the shaft is good, and the water easy; I think we shall have no difficulty in going down much deeper, even without steam-power, but we must endeavour to get the engine ready at the earliest moment. I have no doubt of the ultimate success of this mine, provided it be fairly explored.

WEST WHEEL JEWEL.—The 85 fathom level, west of Williams's cross-course, on Wheel Jewel lode, is producing stones of ore. In the 43 fathom level, west of Quarry shaft, on Tolcarne tin lode, we have got through the cross-course, and are now driving north to intersect the vein, which we hope will be done in the course of this week. The 57, west of Hodge's cross-course, on same lode, is producing stones of tin ore; in the 57 no lode taken down in the past week. Quarry shaft, sinking below the 43, is worth 87. per fm. The two pitches in the bottom of the shallow adit, west of Tregoning's shaft, are worth 137. per fm. The stopes in the bottom of the 15, west of Tregoning's winze are worth 127. per fm. These stopes are working on tribute.

WHEEL ANNA CONSOLS.—The engine-house is ready for the reception of the engine, the bob pit and excavation for the stamping apparatus is completed, the smiths and carpenters' works are in a state of forwardness, and our getting to work at the time specified will mainly depend upon the supply of the other parts of the engine, which the engineer has engaged to push on as fast as possible.

WHEEL ARTHUR.—We have a very good course of ore in the winze in the bottom of the 30 fm. level, much better than I ever saw it before. I have set the winze to sink by nine men, at 71. per fm. to be sunk 13 ft. in length. The 50 fm. level to be driven by six men, at 67. 10s. per fm.; the 50 fm. level to be driven north by six men, at 67. 10s. per fm.; the 50 fm. level to be driven south by six men, at 71. per fm. I hope, after this week, to prepare 40 or 50 tons of ore ready for market.

WHEEL AUGUSTA.—We are sinking the winze under the 18 fm. level by six men and three boys; the lode is 3 ft. wide, with fine stones of tin. In the 15 fathom level west we have a good looking lode, 2 ft. wide, mixed with tin; in the deep adit, on the new lode, we have three branches of tin, in all 6 ft. wide; this lode is expected to produce a great quantity of tin as we go deeper. We are expecting the engineer this week; he is looking out for a steam-engine for this mine.

WHEEL CAROLINE.—The lode in the 25 fm. level, east on the south lode, is 3 feet wide, composed of muddle, capel, and good stones of tin, and is a very kindly lode; we have two pitches working on tribute in the back of this level, by seven men, at 10s. in 17, and one pitch at 12s., by two men; the lode in the 25, east on the north lode, is 14 in. 17, with a little tin. The stopes in the bottom of the 14 are 15 to 18 in. wide, all saving work. We would recommend that a level be driven south from the cross-course in the 25 to intersect a lode discovered about 20 fms. south, which has a very kindly appearance at the surface, and from its underlie we should not have far to drive to reach it; but this cannot be done without some excess of costs over the amount of tin produced, which as reported last meeting about meets expenses. The balance now against the adventures consists of the costs for the two months previous to last meeting, and the purchase money of the stamping machinery, &c. We should much like to be allowed to clear up the shaft to the 35 fm. level, as there is a good course of tin gone down under the 35 fathom level; and there are also other places that would immediately work on tribute in that level.

WHEEL GOLDEN.—Thorne's shaft, sinking under the 87 fm. level, ground good, lode 2 ft. wide, producing 12 cwt. of ore per fm. In the 87 fm. level south the ground is moderate, lode 1 ft. wide, producing 3 cwt. of ore per fathom; in the same level north the ground is good, lode 2 ft. wide, producing 6 cwt. of ore per fm. In the 70 fm. level north the ground is good, lode 18 in. wide, producing 10 cwt. of ore per fathom; the stopes in the back of the same level show have improved since last reported. At Webb's shaft, in the 60 fm. level south, ground hard, lode 6 in. wide, and poor for ore at present, but likely for an improvement. In the 30 fm. level south ground hard, lode 1 ft. wide, producing ore just as they have for the last month past. We sampled on Tuesday 56 tons of lead ore; the quantity would have been 76 tons, but having to repair the steam-whim boiler, and some other parts of the machinery connected with the hauling whim, has prevented us from drawing the ore to the surface for nearly three weeks, and also from crushing the same. The steam-whim is now at work, and we will do all that lays in our power to clear the ore and deads which have been accumulating during her stoppage. At Penhale nearly the whole of the engine is brought on the mine, and we expect it will be put to work in about three weeks, of which I will inform you in due time.

WHEEL HAMLYN.—Our setting day was last Friday; as usual, the last Friday in the month. I have set the men in the adit end to drive 3 fms. at 71. per fm., and the men in the cross-cut to drive 3 fms. at 71. per fm. There are four men driving west from the bottom of the Quarry shaft, and have taken 6 fms. at 15s. per fm.; and the two men that were driving west from the bottom of the Quarry have taken a winze to sink in the bottom of the end at 15s. per fm. on the course of the lode, and are down as deep as the men in the Quarry shaft level; they will drive each way towards each other and hole, so as to have ventilation for air to drive on and hole the adit end. I see but little alteration in either of the ends in the Quarry since last week; but the adit end is harder.

WHEEL LANGFORD AND BARING UNITED.—We are getting on as fast as possible with the erection of the engine. There is nothing particularly new since my last report. The silver lode looks well; we have not broken any of it for the past week, but shall to-morrow (Sept. 3), full particulars of which I will send you. The two parcels of silver are forwarded to the Tamar Smelting-Works.

WHEEL MAY.—We are getting on with sinking the engine-shaft very well, and the lode keeps its regular size, producing good stones of ore. We are continuing to sink the shaft, so as to get it down to the 20 fm. level as fast as possible, where I expect to see a good lode.

WHEEL PENHALE.—Since last report, we have commenced sinking another winze in the 40 fm. level south in close proximity to the north part of the slide; this winze is about 8 ft. below the 40 fm. level, and in it the lode shows no less pleasing demonstrations of lead and riches than it did in the winze sunk from the 30 fm. level to this; but it proves to us that it is lead. The ground is lengthening in depth as the slide dips south, which is very fast, from 3 to 4 ft. in the fathom; and we may expect from sinking in this part of the mine that we shall realise great quantities of ore, as every additional 10 fms. in depth gives us an additional length of from 5 to 7 fms. of this rich ore ground, besides the probability of meeting with the lode south of the slide alike rich. We have not yet intersected the lode south of the slide in the 40 fm. level end, which we expected to have done ere this; but we hope to do so very shortly. In the 40 fm. level, the cross-cut in the 40 fm. level is split up in several branches, each producing very good stones of lead. I find no great alteration in the tribute pitches.

WHEEL TREMAYNE.—In the boundary engine-shaft, sinking under the 73 fm. level, the branches are still disordered by floors of spar, which are now worth 121. per fm. In the 73 fm. level, east of boundary, on the engine lode, the lode is 14 inches wide, worth 51. per fm.; in the same level, east of flookan, on Allen's branch, the branch is worth 91. per fm.; ditto, west of flookan, the same branch is worth 121. per fm. In the 63 fm. level, east of Allen's shaft, on Allen's branch, the branch is worth 167. per fm.; the same branch, west of shaft, is worth 101. per fm.; the winze sinking under the same level, west of shaft, on the south branch, is worth 71. per fm.; in the same level, east of shaft, on the engine lode, the lode is worth 47. per fm.; in the same level, west of flookan, the lode is worth 81. per fm.; the lode in the 40 fm. level, sinking under the same level, on the engine lode, is 1 foot, worth 77. per fm.; in the winze sinking under the 53 fm. level, east of Allen's shaft, on Allen's branches, the branches are worth 207. per fm. At Painter's flat-rod shaft, on the south lode, in the 66 fm. level east, the lode is 1 foot wide, producing stones of copper ore, but not to much value; ditto west, the lode is 8 in. wide, composed of flookan and spar, with spots of ore. In the 80 fm. level west the lode is 2 feet wide, worth 81. per fm.; this level is communicated with west winze-shaft, and the men are now engaged cutting pit. The 40 fm. level, west of winze-shaft, on the same lode, is suspended, where we have intersected the flookan; in the winze sinking under the same level, the lode is 14 in. wide, opening tributary ground; in the stopes in the back of the same level the lode is 15 inches wide, worth 91. per fathom. At Madron's shaft, on the south side, in the 70 fm. level cross-cut, south-east of shaft, there is no change to notice since last report. At Champion's shaft, on the west lode, the 10 fm. level west is driven within 18 fms. of the boundary; the lode is 4 ft. wide, hard and poor, and is suspended at middle shaft; on the same lode, in the 30 fm. level west, the lode is large, and producing some tin, but not of much value; the cross-cut, driving north in the same level, is progressing favourably. In the 10 fm. level west, on a north lode, the lode is 5 inches wide, producing good stones of ore; ditto east,

New Patents.

LIST OF PATENTS GRANTED DURING THE PAST WEEK.

J. W. Duncan, Grove-end-road, St. John's-wood, for improvements in engines for applying the power of steam or other fluids for impelling purposes, and in the manufacture of appliances for transmitting motion.
H. A. Jowett, Sawley, Derby; and J. Kirkham, Peckham, Surrey, for improvements in hydraulic telegraphs, and in making signals.
J. P. Drake, St. Austell, Cornwall, for improvements in constructing ships and other vessels, and in propelling ships or other vessels.
D. Julian, Sorques, France, for improvements in extracting the colouring properties of madder, and in rendering useful the water employed in such purposes.
Baron C. Wetterstedt, Grosvenor-street, Commercial-road, for improvements in preserving animal and vegetable substances.
W. Inray, Millon-road, Liverpool, for improvements in the manufacture of bricks.
B. Hallowell, Leeds, for improvements in drying malt.
P. A. L. Fontaine-moreau, South-street, Finsbury, for certain improvements in preserving animal substances from decay by means of a composition applicable to the cure of certain diseases.
T. Kenrick, Edgbaston, Warwick, for improvements in the manufacture of wrought-iron tubes.

DESIGNS FOR ARTICLES OF UTILITY REGISTERED.

W. Dray, Arthur-street, and Swan-lane, turn-rest plough.—W. Hibbert, Manchester, hat.—H. Bowser, Finsbury-pavement, collar.—G. Beattie, Edinburgh, brick.—Somerville, Brothers, Kendal, improved spring for clogs.—T. T. Read, Hull, improved capstan.—S. White, Manchester, improved gas-retort.—I. G. Reynolds, Bristol, "the Februa," or filter-pipe.—G. Boswell, Rickmansworth, ventilating chimney-pipe.—*Mechanics' Mag.*

IMPROVED PROCESSES FOR COATING METALS.

Mr. Henry Grisell, of the Regents-canal Iron-Works, and Mr. T. Redwood, professor of chemistry, have specified their patent for improvements in coating metals with other metals, which contains the following five distinct processes, claimed as their invention:—

COATING IRON WITH ZINC.—To accomplish this, a bath or vessel of iron or other suitable material is employed, in which the zinc is melted by means of heat; on the surface of the melted zinc a thick stratum of chloride of zinc is then placed. When the metal and the chloride are in a state of fusion, the iron is dipped into the metal through the covering of fused salt, and thus becomes coated with zinc. If, however, it is found in practice that a sufficient quantity of zinc has not adhered to the surface of the iron, a small quantity of powdered sal ammoniac is sprinkled on the iron, which is then again immersed in the melted zinc. Instead of chloride of zinc, a mixture composed of eight parts of chloride of zinc and ten parts of chloride of potassium may be used, in a mixture of equal parts of chloride of zinc and chloride of sodium, or a mixture of about equal parts of dry sulphate of zinc and chloride of sodium, or chloride of potassium. The patentees claim the use of chloride of zinc applied as above mentioned in the fused state, also the use of the various mixtures enumerated.

COATING ZINC, ZINCED-IRON, OR OTHER METAL WITH A METALLIC ALLOY.—For this purpose a bath or vessel of iron or other suitable material is used to melt the alloy. On the surface of the melted alloy a stratum composed of equal parts of chloride of zinc and sal ammoniac is placed, and the metal to be coated is dipped into the melted alloy, but not allowed to remain therein longer than is necessary to receive a coating. The temperature of the melted alloy must not be carried higher than is sufficient to maintain it in a fluid state. One of the alloys used by the patentees is composed of 10 parts zinc, 26 parts tin, and 5 parts lead. The patentees use also the alloy called "fusible metal," which they prefer to have the following composition:—Bismuth 8 parts, lead 5 parts, tin 3 parts; alloys in other proportions will also do, provided their melting point is below 400° Fahr. The patentees claim the use, in the manner above stated, of the alloys mentioned or referred to, and of the methods above described for coating metals with such alloys.

COATING IRON OR OTHER METAL WITH TIN OR TIN ALLOYED WITH LEAD.—To effect this a bath or vessel of iron or other suitable material is employed, in which the tin or alloy is melted. On the surface of the melted metal a stratum composed of about equal parts of chloride of zinc and sal ammoniac is placed, and the metal to be coated is dipped through the stratum of fused salt into the melted tin or alloy, until the required coating is effected. The patentees state that they find it advantageous in the use of this and the preceding process to dip the metal to be coated several times, so that it may be brought into frequent contact with the stratum of fused salt on the surface of the melted metal. They also find it advantageous in the preceding process to dip the iron or other metal into a hot solution of chloride of zinc, rendered slightly acid by excess of hydrochloric acid, previous to its immersion in the bath of melted metal. The patentees claim the use of a mixture of chloride of zinc and sal ammoniac, forming a saline compound, which is kept in a state of fusion on the surface of the melted tin or alloy, in the process of coating metals with other metals.

COATING IRON OR OTHER METAL WITH SILVER, OR ALLOY OF SILVER AND COPPER.—In this case, the surface of the iron or other metal to be coated is first to be amalgamated with mercury in the usual way. The patentees prefer to use for the amalgamating process a mixture of 12 parts of mercury, 1 of zinc, 2 of sulphate of iron, 2 of hydrochloric acid, and 12 of water; this mixture to be heated to 200° Fahr., when the iron or other metal to be amalgamated is placed in the mixture, and the mercury rubbed on its surface. The silver, or alloy of silver, is then melted in a crucible, and the amalgamated metal dipped into it, until it has received a due coating of the silver or alloy employed. The patentees claim the process of coating iron or other metal with silver, or alloy of silver and copper, by amalgamating the surface of the metal to be coated, and then putting it into the melted silver or alloy.

COATING IRON WITH COPPER, BRASS, OR ANY ALLOY OF COPPER, WITH ZINC, TIN, OR LEAD.—To effect this, the copper or alloy used is first melted in some suitable vessel, and on the surface of the melted metal is placed a stratum of boro-silicate of lead (composed of 112 parts oxide of lead, 24 parts boric acid, and 6 of silica), and when the metal and the salt are in a state of fusion, the metal to be coated is dipped into the melted metal, and allowed to remain therein until it has acquired a coating of the copper or alloy used. The patentees sometimes coat the iron with zinc or tin, or amalgamate its surface with mercury, previous to its introduction into the melted copper or alloy. Another method of coating iron with copper directed by the patentees is that of exposing it to the vapour of chloride of copper. To effect this, the chloride is placed at the bottom of a covered crucible, in the upper part of which is placed the iron to be coated; the crucible is then submitted to a red heat, and the volatilised vapours of the chloride of copper rise and come in contact with the iron, which thus becomes coated with copper. To coat iron with brass, the iron coated with copper in the way last mentioned is placed in the upper part of a covered crucible, at the bottom of which is some metallic zinc, covered with animal or other charcoal; on the application of heat to the crucible the zinc volatilises, and the vapours coming in contact with the iron coated with copper, convert the copper into a brass coating. Instead of chloride of copper, a mixture of metallic copper and sal ammoniac may be used, or a mixture of oxide of copper and sal ammoniac.

Messrs. Grisell and Redwood claim the use of boro-silicate of lead in a fluid state over the surface of melted copper or brass, or one of the alloys above mentioned, in the process of coating iron by immersion; also the process of coating iron with copper, by the action of fused chloride of copper, or by the mixtures above named, and of coating with brass, by subsequent treatment with the vapours of zinc.

THE PRECIOUS METALS.—The bullion market again exhibits a decline in the price of silver articles. Mexican dollars have been sold one-eighth lower, or at 4s. 11d. per oz.; bar-silver standard at 5s. 0½d., being a like decline; and bar-silver holding gold at 5s. 1d. The state of the silver trade is the sole cause of this, and prices have now pretty well reached the old standard—the factitious influence attributed to the Californian gold supply being dissipated, and the temporary demand for silver having ceased. Californian supplies continue undiminished, and the further reports of Australian gold discoveries excite little sensation. Exertions are being made in all quarters to increase the supply of gold, and expeditions are searching in Venezuela, New Granada, Old California, Peru, and even in Greenland. The activity fomented by the gold expeditions has increased the commercial energies of the Pacific states, and they show themselves at present capable of absorbing all the Californian supplies, as they will not doubt a considerable portion of those from Australia, should they be obtained. Although the shipments of gold from the United States to Europe have been very large, a considerable amount of gold bullion remains there, which has not increased the stock in the bank vaults, and the only way of accounting for its absorption is its being hoarded by the Irish and German labourers, on the railways and other works, who are habitual hoarders.

THE SUBMARINE TELEGRAPH.—Captain Bullock and the *Fearless* steam-vessel, of which he has the command, have been placed under orders to assist, in about a fortnight from this time, in laying the submarine telegraph from Dover to the most eligible place of communication on the coast of France. The *Fearless* being a vessel of only 76-horse power and 165 tons burthen, and the weight of the gutta-percha and lead covering of the electric wires being upwards of 180 tons, the Lords of the Admiralty intend placing another vessel at the disposal of the Electric Telegraph Company, to facilitate their laying down the line across the Channel; and the chain of communication has been brought to such a state of perfection by the gutta-percha and outer leaden covering, that here is every reason to believe it will now be perfectly successful.—*Times*.—[Messrs. R. S. Newall and Co., referring to the above, write:—"We observe it stated that 'the weight of the gutta-percha and lead covering of the electric wires is upwards of 180 tons.' We beg to inform you that in making the telegraph rope we use no lead whatever, but that the covering of the insulated wires consists of ten galvanised iron wires, each wire being twenty-four miles long, and 15 tons weight."]

Current Prices of Metals, Stocks, & Shares.

METAL MARKET, London, September 3, 1851.

ENGLISH IRON.	per ton.	ENGLISH LEAD.	per ton.
Bar, bolt, & square, London.	23 6-10	Sheet	17 0-17 5
Nail rods	2 6-10	Sheet	18 0-18 10
Hoops	7 0-7 10	Pipe	19 0-19 0
Sheets (singles)	7 12 6-8 10	Red lead	19 0-19 0
Bars, at Cardiff & Newport	4 7 6-4 12 6	White ditto	24 0-24 0
Refined metal, Wales	3 0-3 5	Patent shot	30 0-30 0
Do. anthracite	3 10 0		
Pigs in Wales	3 0-3 15		
Do. do. forge	2 5 0-2 10		
Do., No. 1, Clyde, net cash	1 19 6-2 0		
Blewitt's Patent Refined Iron for bars, rails, &c., free on board at Newport	3 10 0		
Do., for tin-plates, boiler plates, &c., ditto	4 10 0		
Stirling's Patent 7 in Glasgow	2 15 0		
Toughened Pig 1 in Wales	3 10-3 15		
Staffordshire bars, at the works	5 0-5 6		
Rails	4 17 6-5 0		
Chairs (Clyde)	4 0 0		
FOREIGN IRON.	per ton.	FOREIGN LEAD.	per ton.
Swedish	11 10-11 15	Spanish, in bond	16 10-17 0
CCND	17 10 0		
PSI	—		
Gourisif	—		
Archangel	—		
FOREIGN STEEL.	per ton.	ENGLISH TIN.	per cwt.
Swedish keg	14 0-14 10	Block	4 4 0
Ditto faggot	15 0-17 0	Bar	4 10 0
ENGLISH COPPER.	per lb.	FOREIGN TIN.	per cwt.
Sheets, sheathing, & bolts, p. lb.	0 0 9½	IC Coke	1 5-1 6
Tough cast	0 0 9½	IX Charcoal	1 10-1 12
		IX ditto	1 16 0

Terms.—a, 6 months, or 2½ per cent. dis.; b, ditto; c, ditto; d, 6 months, or 3 per cent. dis.; e, 6 months, or 2½ per cent. dis.; f, ditto; g, ditto; h, ditto; i, ditto; k, net cash; l, 6 months, or 3 p. ct. dis.; m, net cash; n, 3 months, or 1½ p. ct. dis.; o, ditto, 1½ dis.; p, Cold-blast, free on board in Wales. † Dis. for cash in 14 days, 10 per cent.

WELSH BAR-IRON is in better demand; in rails not any transactions have been reported. STAFFORDSHIRE IRON is less in demand. SCOTCH PIG-IRON is more required for, principally on Glasgow account; No. 1, American brands, may be quoted at 40s. 6d. free on board in Glasgow, storekeepers' warrants; ordinary brands, makers' obligations, 38s. 9d. SWEDISH IRON is more in request; several parcels have changed hands at rates ranging from 11s. 5s. to 11s. 10s. SWEDISH STEEL is in demand, but under the limits of the holders. COPPER continues in good request. BATTERY TIN.—In common, a good business is doing; refined is very scarce. FOREIGN TIN.—A parcel of uncertified Straits has been sold at 90s.; in Banca, there are buyers at 80s., sellers at 81s. SKELETON.—50 tons of intermediate plates have been sold to a Bombay house at 14s. 10s. There are buyers at 14s. to arrive, sellers at 14s. 5s. LEAD.—A good business doing. TIN-PLATES are inquired for to some extent.

GLASGOW, SEPT. 4.—The still very large shipments and consumption of pig-iron are beginning to have a decided effect upon our market, and it is now found that the stocks in makers' hands are much reduced, and there is much difficulty and considerable delay in obtaining the shipment of iron from some of the masters. The shipments for the month of August are stated to be upwards of 50,000 tons, whereas during August, 1850, they scarcely amounted to 25,000 tons. Prices have again advanced fully 6d. to 1s. per ton since this day week; a large business has been done, and the market closes with considerable enquiry at the quotations, and very little iron offering. No. 1 is more valuable than usual, as compared with other Nos.

No. 3, good makers' brands, free on board here	38s. 9d. per ton, nett cash.
Mixed Nos.	ditto 39s. 6d.
No. 1	ditto 40s. 6d.
No. 1 Gartsherrie	ditto 41s. 6d. to 42s., ditto

EXPORTS OF METALS TO ALL INDIA FROM LONDON AND LIVERPOOL, FOR THE FIRST EIGHT MONTHS OF 1850 AND 1851.

Metals.	1850.	1851.	In. in 1851.	Dec. in 1851.
Spelter	2629	1903	—	1426
Copper	4044	2731	—	1813
Iron, British, bars	35927	21737	—	4190
Do. Foreign	891	183	9281	709
Tin-plates	Bozels 1268	19195	4937	—
Lead	Tons 2920	3158	1138	—
Steel	561	491	—	371
Quicksilver	Bottles 22	118	96	—

MINES.—The present week indicates symptoms of returning activity in mining. The speculative class of shares, however, continue to be more dealt in, and those at very close prices; whilst in dividend mines the transactions, so far as they transpire, are limited. In the absence of any excess of speculation in new mines, the market is healthy; and we have no doubt it will make progress in this satisfactory direction.

It is now some time since the secretary of the Mining Exchange publicly stated that the committee were determined to weed the market (or at all events the list) of the too numerous schemes planted upon it, to the injury, doubtless, of the growth of more fully developed adventures, well known to most mining men. There would be but little difficulty in pointing out these abortions; and the Mining Exchange would indeed be performing an essential service to the mining world by carrying out its professed intentions. Whilst on the subject of the Mining Exchange, we are happy to find the hints in our last Journal have had the desired effect—an excellent attendance of members, with a goodly accession to their numbers, being the consequence.

In the Metal Market—Copper is very firm, and in good demand.—Though the inquiry for Lead has been active, the price, early in the week, showed symptoms of a decline, but it subsequently recovered.—In Tin, refined is in good demand for consumption. In Foreign, the slight advance paid after the Dutch sale has not been maintained; the failure of Messrs. Rucker and Co., who are large holders, has shaken confidence in the article, and about 3000 slabs Banca have been sold.—In Tin-Plates, the make exceeds the home consumption, but the exports continue considerable, the declared value of the quantity shipped being to—31st of July last, 660,000; ditto, 1850, 556,000; ditto, 1849, 419,000.

The price of gold in bars (standard) is 3s. 17s. 9d. per ounce; silver in bars (ditto), 5s. 0½d. per ounce; and new dollars, 4s. 11d. per ounce.

The London imports for the week comprise—from Ciopino, 5375 bags silver ore; New York, 100 bars tin plates; Antwerp, 35 casks zinc, 25 casks zinc nails, 20 casks spelter, 40 casks nails; Stettin, 9885 plates spelter; Sundswald, 58 bundles steel; Singapore, 110 slabs tin.

At Liverpool—from Faro, 150 tons bar lead.

At Hull—from Hamburg, 1587 plates spelter.

The ticketings for 90 tons of Foxdale (Isle of Man) lead ore varied from 8s. 2s. 6d. per ton, by Pontifex and Wood, to 10s. 18s. 6d., by Joseph Walker, Parker, and Co.

The Lisburne Mines sold 150 tons of lead ore, realising 1609s. 10s.

Roughtengill Mine sold two parcels of lead ore—13 tons at 12s. 4s., and 16 tons at 9s. 12s. 8d. per ton.

The Cairnmore Mines sold 40 tons 14 cwt. of lead ore, at 9s. 15s. per ton, realising 396s. 16s. 6d.

At South Wheal Frances meeting, on Monday, the accounts for June and July showed—Balance in hand end May, 148s. 10s. 7d.; by ore sold, June 5, 1708s. 18s. 2d.; ditto, July 3, 2350s. 1s. 10d.; tin ditto, Aug. 20, 219s. 44s. 10s. 7d.—Mine cost for June, 638s. 2s. 5d.; July, 690s. 4s. 1d.; merchants' bills, 722s. 2s. 2d.; dues, 285s. 4s.; property tax, 76s. 8s. 2d.; Wheal Basset adventurers for tin taken by tributaries, 125s. 15s. 10d.; showing balance of profit, 1740s. 3s. 4d.—By dividend of 6s. per share, 1486s. leaves now in hand, 400s. 13s. 11d. The prospects of the mines, we are informed, are much improved.

At West Caradon bi-monthly meeting, on the 29th Aug., the accounts showed—Copper ore sold, including carriage, 5040s. 7s. 10d.; received for materials, 34s. 7s. 5d.—5074s. 15s. 3d.—Lord's dues, 813s. 18s. 4d.; rates, 26s. 5d.; salaries, 81s. 13s. 10d.; bankers' commission, half-year, 80s. 6s. 10d.; tribute, 950s. 19s. 8d.; tutwork, 781s. 1s. 10d.; charges on ore, 559s. 14s. 3d.; surface expenditure, 616s. 17s. 8d.; merchants' bills, 798s. 9s. 4d.; leaving a profit of 872s. 8s. 6d.—Deduct dividend, July 1, 640s. leaves 232s. 8s. 6d.; add balance in hand last account, 1239s. 1s. 11d.—1471s. 10s. 5d. A dividend of 2s. 10s. per share was declared.

At Levant meeting, the accounts for May and June showed—Tin sold, 3118s. 15s. 6d.; leaving, 236s. 1s. 1d.; copper ore, 1053s. 14s. 1d.; carriage and other receipts, 80s. 7s. 10d.—4488s. 18s. 6d.—Labour cost for May, 167s. 2s. 2d.; June, 1510s. 1s. 6d.; merchants' bills, 668s. 17s. 1d.; coals, carriage, &c., 430s. 19s. 10d.; leaving profit, 303s. 17s. 11d.; add balance in hand last account, 698s. 14s. 3d., makes together, 997s. 12s. 9d.—Deduct dividend, 320s., leaves balance now in hand to next account, 577s. 12s. 9d. A dividend of 2s. per share was declared.

several lodes on this mountain: the returns are small but remunerative, and the prospects do not deteriorate. The lode in the new level is 2 ft. wide, containing good yellow ore, producing about 1½ ton of 6 per cent. ore per fm. The prospects are very cheering, and we hope will continue to improve.

The June and July produce is in course of delivery to the smelting-house, and we expect the result of the assays will fully bear out the estimates.

LINARES MINES.—The following has been received from Mr. H. Thomas: *Linares, Aug. 22.*—The 55, west of Wilson's, has a little improved, being worth 3½ tons per fathom. The men having completed their bargain, we have rest for the rest of the month at 600 rods, instead of 500. The stopes in this level, east of engine-shaft, are worth 10 tons per fm., and the tribute pitches in advance of these stopes are also very productive. The 45, east of Shaw's, is worth 3 tons per fm. West of San Juan the lode is a little more favourable: we have at present a pair of men at work about 6 fms. behind the end, cutting plat preparatory to sinking under the level, for more rapidly proving the ground in this part of the mine. The pitch under the level between the proposed winze and San Juan is still productive. We are clearing up the 31 fm. level and the old shaft referred to in my last. The shaft has been cleared about 7 fms. deep, and I hope we shall find the workings continue to this point, so as to ensure the required objects. We have commenced sinking the engine-shaft under the 35. There is nothing new in San Juan or Shaw's shafts, and the tribute pitches generally are doing well. The produce from the furnace is better than at any previous time.

Ore weighed in this week, 47 tons 12 cwt.; in stock, 742 tons 11 cwt. Pig lead smelted, 25 tons 15 cwt.; in stock, 296 tons 10 cwt.

MINING NOTABLIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

CHRISTOW LEAD MINE.—This mine is situated about eight miles from Exeter, in the midst of a range of hills, extending several miles from north to south, bounded on the east by the River Teign, on the west by a ridge of hornblende rock, adjoining the eastern boundary of the granite. On the south is Wheal Exmouth and Wheal Adams, and on the north Burch Aller. The two former are making large returns of lead ore, with a lode in the Exmouth worth 150s. per fathom. The Christow, as reported upon by practical men, is likely to be equal in value to either of the adjoining mines; and the great lead course has been opened upon, and presents every characteristic that accompanies it where the richest deposits of ore have been found. The management is in the hands of a highly respectable committee in Exeter; and the strictest regard is paid to economy and cash payments for supplies, by which a great saving is effected and all liability avoided.

DEVON BURRA BURRA.—During the last week fresh discoveries have been made in this mine. In the northern part of the sett, three large and well-defined east and west lodes have been cut, which present features of great promise. There are now laid open no less than eight east and west lodes, besides cross-courses. One of the southernmost lodes, which is now being driven on westward, is producing beautiful yellow ore and rich gossan. The large rocks of grey oxide of copper, mentioned in our last Journal—one of them the veritable gate-post, 6 ft. in length—have arrived in town, and, together with the specimens of yellow ore, may be seen at the offices of W. G. Bell, Esq., St. Dunstan's Hill, Tower-street.

HALLAMANNING AND CROFT GOTHALL CONSOLIDATED MINES.—The 70-in. cylinder engine, on the Park Hallamanning sett, was started on Saturday, in the presence of the chairman, several members of the London committee, Capt. Stephen Lean, of Wheal Seton, Mr. Pool, of Sandys, Vivian, and Co., and a considerable concourse of people, who were drawn together to witness the ceremony. The engine went to work in excellent style, without any accident, amidst considerable cheering. It reflects great credit upon the makers, Messrs. Sandys, Vivian, and Co., and upon the engineer who has superintended its erection. The water is already drawn in the shaft 8 fms. below adit, and by the end of the week it is expected that the 20 fm. level will be drained. The whole of the works and buildings are executed in a substantial and superior manner, and draw forth the approval of all present. There are already a great number of tributaries flocking into the mine, waiting for the water to subside, to enable them to explore, and the agents entertain no doubt that in a very short time a large number of men will be employed on tribute.

OKEL TOR.—The lode has been intersected in the shaft, and its appearance fully realises the opinion expressed in Mr. Hopkins's report. The water being somewhat quick, an engine must be immediately erected to bring this valuable lead mine into a regular working and profitable state. Since the intersection of the lode, there have been several applications for shares.

WHEAL FORTUNE, SILVER-LEAD MINE, LANDULPH, CORNWALL, on the banks of the River Tamar.—Within the last four or five days a most important discovery has been made in the above mine, which, as many of our readers are aware, has been worked for the last six months by a few spirited individuals in its immediate neighbourhood, on the Cost-book System. At the depth of 10 fms. from the surface there has been found a lode of silver-lead ore, under-laying east 2 ft. in a fathom, and 4 ft. wide; it is composed of flookan, prian, and fluor-spar, strongly impregnated with lead throughout. From its geological bearing there can be no doubt of its being a continuation of the South Hove or Tamar Consols, than which few mines have been more remunerative. Ere 2 fathoms more are sunk there is every reason to believe the company will be richly indemnified for their outlay. We sincerely congratulate them on their brilliant prospects, and offer them our best wishes for that success in their spirited undertaking, which their perseverance and enterprise so fully deserve. We are informed that applications for shares are already numerous.

ACCIDENTS.

Aberdare.—Just as we were going to press, we received the melancholy intelligence that another most awfully fatal occurrence had taken place on Thursday morning, at Mr. Nixon's balance-pit Werfa, 180 ft. deep. Fourteen colliers were being let down to their work, when the chain snapped asunder, and in an instant they were all hurried into eternity. We shall be able to give more particulars next week.

Pobberree.—J. Cook, aged 15 years, was killed by being drawn into the machinery.

Ding Dong Mine.—M. Daniell was buried by a fall of roof, but was taken out unhurt.

Durham.—E. Hart, aged 7 years, was run over at Seaton Colliery, and killed.

Bell and Llanharri Mine.—R. Barrett was killed by the water barrel falling on him.

Cantolone Mine.—J. Toole fell down the engine-shaft and was killed.

Wiltshire.—An explosion descended a stone pit at Nab's Bank Colliery with a naked candle, when an S. Davies took place, and he was killed. There was a safety-lamp in the pit, but deceased did not use it.

Dudley—Frightful Pit Accident.—A distressing accident occurred at Barn's-lane Colliery, which resulted in the death of G. Jones, the butty, and his nephew, G. Williams, aged 10 years. The latter was in the act of pushing an empty skip to the mouth of the pit, while the butty and R. Evans, the mine bailiff (who most miraculously escaped with a slight abrasion of the skin), were being drawn up, and were about midway (the depth being upwards of 200 yards) when the skip, together with himself, was precipitated down the shaft, striking the butty, Jones, who was killed on the spot, and the poor boy was literally cut in pieces; his remains were placed in a blanket, and the bodies were conveyed to their late homes.

Staffordshire.—L. Carson met with a melancholy death at Churelbridge Iron-works, Chesham Hay: as Carson and Mr. W. Nankey were repairing a puddling furnace, they had to remove some of the brickwork near to the side plates; although cautioned not to remove any of the brickwork on which the plates rested, it appears that he did so, and the plates fell upon him, cutting the top part of his head nearly off.

Hemingfield, Yorkshire.—An alarming incident happened on Tuesday at Earl Fitzwilliam's Tingle-bridge Colliery. A man having fired a blast, the fallen coal caught fire, and reached such an alarming height that the men left work, and came to surface. A man and two boys, thinking there was no danger, went again to their work in another part of the pit, until finding the air bad, they rung the signal bell, but in the meantime the shaft had been covered in, to prevent the admission of air, no one thinking anybody remained in the pit. In about an hour they were rescued uninjured, but the pit remains on fire, and will be closed for some time.

Kingwood, near Bristol.—A dreadful accident occurred at the Deep Pit Colliery, belonging to Messrs. Brain and Co., on Monday last, by which one man, at least, was killed, and several others so awfully injured, that some of them cannot survive. It appears all went on safely until between two and three o'clock in the afternoon, when a "turn" of nine men were being hauled up, whose names were Bryant, Stone, Joseph and John Parker, S. Newman, G. English, J. Bright, W. Wiltshire, and N. Dix. They were drawn safely to the top, when just at the critical moment of reversing the engine (as stated by the engineer, Stone) the bolt of the reversing handle broke; and, aware of the dreadful consequences, he instantly seized the eccentric rods, turned off the steam, and called for help. All, however, was of no avail; the cart was drawn over the pulley, and dashed to the ground, 25 ft. below, with the men under it. Bryant and Stone jumped out and escaped; Newman also jumped out, but miscalculating his distance fell down the shaft 147 fms., and was dashed to pieces; the mutilated mass of bleeding flesh and broken bones was brought to surface in a sack, and it was hardly possible to recognise him. The six poor fellows who fell under the iron cart, weighing 3½ cwt., were all more or less, dreadfully injured; Dix and English being the worst cases, and their recovery extremely doubtful. On examination of the broken bolt it appears perfectly sound, nor does there appear any blame to attach to the engineer. The coroner, however, felt it to be his duty to give him into custody until the adjourned inquest, on Tuesday next.

Chewett.—T. Rigson, aged 14 years, a drawer at Messrs. Green's colliery, Tyldesley, fell from the level of the first mine to the bottom of the pit, a distance of 20 yards, and was killed.

Sunderland.—At Merton Colliery, Matthew Best, aged 13 years, was crushed by the coal tub, which he had in charge in the Middle Pit.

Wolverhampton.—W. Ramsey was killed by falling down a pit at the Osier Bed Colliery.

—S. Dawes was killed by an explosion in Mr. P. Williams's Nab's Bank Colliery.

MOVABLE BRIDGE.—A very ingenious and simple mode of constructing bridges over wide ditches in marshy grazing lands, which cattle and sheep from the common cannot cross and invade enclosed farms, has been invented by Mr. Mathew, of Wern, Carmarthenshire. They consist of poles 5 in. square, and then sawn from corner to corner, forming two triangular pieces. These are joined by a number of common iron butt hinges, according to their length, and a handle at each end to open them; thus, when open, one of these forms a safe and easy foot-bridge, about 14 in. wide, but when shut presents an angular projection, over which neither cattle nor sheep can pass; and, when shut, one rail forms a protection to the other from the effects of weather. Such a suggestion must prove valuable, particularly to fen farmers, and their evidently small cost will probably cause their extensive introduction. They can, of course, be a fixture, or easily removed.

At Trehan meeting, on the 26th Aug., the accounts showed—Balance last account, 352l. 15s. 4d.; silver-lead ore sold, 1381l. 13s. 6d.; sundry receipts, 22l. 5s. 7d.—1756l. 14s. 5d.—Labour cost for March, 317l. 4s. 4d.; April, 375l. 4s. 6d.; merchants' bills, 314l. 9s.; loan's dues, 88l. 16s.; dividend in June, 256l.; leaving balance to next account, 405l. 0s. 7d. A dividend of 1l. per share was declared. Kelly's shaft is down 5 fathoms below the 88 fm. level. The lode in the 88 north is worth 4l. and south 6l. per fm. The stopes in the 78 north and south are worth 8l. 10s. per fm. The stopes in the 68 are worth 9l. per fm. The stopes in the 55 and 45 are worth from 6l. to 7l. per fm. They will sample on Thursday about 56 tons of best ore.

At Trelawny Mine meeting, on Monday, the accounts showed—Silver-lead ore sold, 5401l. 6s. 1d.; old junk, 8l. 8s.; engine sold, 399l. = 5808l. 14s. 1d.—To costs for March, April, and May, 5140l. 7s. 6d.; showing profit of 668l. 6s. 7d.; add balance in hand last account, 1214l. 0s. 10d.; leaving 1882l. 7s. 5d. to next account. The returns of lead this quarter are less than expected, in consequence of the stopes in the south mine becoming less productive and harder, and the failure of the 55 end and back; but should the present improved prospects continue, they will do much better in the ensuing quarter. The stopes are now looking well, as also the north mine. The shaftmen are cutting flat in the 107; they have cut the capels of the lode, and expect to get into ore very shortly.

At North Basset meeting, on the 20th August (P. F. de Jersey, Esq., in the chair), the accounts showed—April cost, 1170l. 9s. 2d.; May ditto, 1201l. 13s.; June, 221l. 9s. 6d.—3293l. 11s. 8d.—Balance last account, 755l. 13s. 4d.; sale of copper ore, July 2, 979l. 15s. 5d.; ditto, July 30, 1258l. 16s. 7d.; tin, 9l. 5s.; leaving balance against adventurers, 290l. 1s. 4d. A full report of the levels was given last week. W. Henry La Serre, Esq., late treasurer and manager, having resigned, Octavius Ommanney, Esq., banker, of Charing-cross, was elected in his stead; and it was resolved that June cost be included in this bi-monthly audit, to make it more regular in future; therefore, the expenditure charged is for three months, against only two months' raisings of ore.

At the Wheal Prudence meeting, on the 25th of August, the accounts showed—Balance from last account, 54l. 4s. 5d.; March cost, 27l. 1s. 3d.; April, 41l. 0s. 1d.; May, 22l. 7s. 4d.; June, 41l. 3s.; July, 21l. 18s.; paid the Duchy of Cornwall for new deed, 21l. = 228l. 14s. 1d.—By call made on 256 shares at 12s. 6d., 160l.; leaving balance of 68l. 14s. 1d. due to the pursuer. A further call of 12s. 6d. per share was made.

At the quarterly meeting of Boringdon Park Mine adventurers, held yesterday, the accounts showed a balance in hand of 6l. 5s. 5d., and a call of 1l. per share was made, payable in two instalments of 10s. per share each. The steam-engine will shortly be at work, and the committee consider themselves fully warranted in expecting profitable returns before the end of the current year. A parcel of silver-lead ore has been sold at a high price, and another parcel is about to be prepared for market, although the lode has been seen as yet only 10 fms. from surface. In three months the lode will be cut 15 fms. under adit, or 25 fms. from surface.

At the quarterly meeting of the East Boringdon Mine adventurers, held yesterday, the accounts showed a balance of 10l. 12s. 2d. in favour of the mine, and a call of 10s. per share was made, payable in two instalments of 5s. per share each. The shaft is down 19 fms. 3 ft., and the lode will be cut at 20 fms. deep in three weeks. Several rich branches of silver-lead ore, underlying to the lode, have been intersected in the shaft.

At North Wheal Robert meeting, on Thursday, the accounts showed—Calls received to this day, 2591l. 8s.; loan, 250l. = 2841l. 8s.—By purchase of mining sett and materials, 1000l.; office expenses, 76l. 2s. 6d.; printing, books, stationery, &c., 43l. 17s. 7d.; labour cost and merchants' bills, 1494l. 11s. 8d.; interest, 6s. 2d.; leaving balance in hand, 226l. 10s. 1d. The balance of liabilities over assets, supposing present call paid, was 65l. 6s. 7d. Captain James Richards, in his report, stated that he considered the mine deserved a good trial. A call of 10s. per share was made, and it was resolved that all the shares on which the call of 10s. per share made in June is not paid by the 13th inst. be forfeited.

At East Wheal Russell meeting, on Thursday, the accounts showed—Calls, 2044l. 10s. 8d.; advanced by pursuer for labour, July, 171l. 3s. 6d. = 2215l. 14s. 2d.—Office expenses, 40l.; printing and stationery, 24l. 16s. 3d.; labour cost and merchants' bills three months, 2003l. 19s. 6d.; leaving balance in hand, 147l. 8s. 5d. The balance of liabilities (including purchase of new 40-in. steam-engine, payable in two instalments, three months and six months after delivery) over assets, supposing present call paid, was 754l. 15s. 8d. Capt. James Richards, in his report, stated that from present appearances he believed that when the Tunnel level was extended further west, which would be 50 fms. under the deepest point yet reached, a good course of ore might be expected. A report was also read from Capt. W. Metcalf, who advised the speedy sinking of the engine-shaft, to pursue what would most probably prove advantageous and inexpensive. A call of 5s. per share was made, and it was resolved that all shares on which the call made in June is not paid on the 13th inst. be forfeited. The adventurers were highly satisfied with the prospects.

At Tywardreath Mine meeting on Wednesday, the accounts showed—Costs for April, May, June, and July, 2481l. 19s. 5d.—Balance from last account, 685l. 19s. 2d.; second and third calls, 1024l.; leaving balance to next account, 772l. 0s. 3d. A call of 2l. per share was made, payable on the 13th instant.

At Wheal Charles meeting, on the 21st August, the accounts showed a balance of 73l. 0s. 5d. in favour of the mine. It was resolved to advertise the mine and materials for sale.

At Wheal Harriet general meeting, on Thursday (James Reid, Esq., in the chair), the accounts showed a balance in hand, after paying the costs for April, May, and June, of 1885l. at the bankers, and the balance, arrears of calls, likely to be paid shortly. An account of the proceedings will be found in another column. Mr. Knowles's offer to act as honorary secretary was accepted, and the business of the company removed to 7, George-yard, Lombard-street. Messrs. Richard Hallett, jun., James Reid, A. L. Bellinger, W. A. Davidson, and Henry Hoppe, were elected the committee of management for the next two months, and requested to purchase, without further delay, a suitable steam-engine for effectually exploring the mine, as recommended by Capt. Thomas Richards; and its proximity to South Frances, Condurrow, and other dividend paying mines, is a sufficient inducement to incur such a moderate outlay.

At Higson Down bi-monthly meeting, on Tuesday, the accounts showed—Balance from last account, 88l. 13s. 7d.; received for copper ore, 239l. 0s. 2d.; balance of call, March 15, 25l. 17s. 6d.; on account of call, July 14, 923l. 10s. = 1277l. 1s. 3d.—Mine cost for June, 281l. 17s. 11d.; July, 386l. 17s. 9d.; quarterly expense of office, stationery, and printing, 25l. 6s.; loan and interest, 150l. 14s. 6d.; dues, &c., 15l. 13s. 9d.; leaving balance to next account, 416l. 11s. 4d.—Arrear of call due, 576l. 10s.; total assets, 993l. 1s. 4d.—Liabilities: Aug., and Sept., about 820l.; office expenses, 25l.; leaving balance, 148l. 1s. 4d.

At West Towan meeting, a call of 2l. per share was made, for the further prosecution thereof in depth.

At Tregordren meeting, on the 26th August, the accounts showed—Balance last account, 137l. 3s. 10d.; labour cost for May, 84l. 4s. 1d.; ditto June, 85l. 3s. 1d.; merchants' bills, 81l. 0s. 5d. = 387l. 16s.—By calls, &c., 284l. 16s. 2d.; leaving balance against adventurers, 102l. 19s. 10d. Estimated cost for July, 120l. A call of 10s. per share was made. In sinking under the 35 they found an ore lode from thence to about 9 ft. below the 40, where the lode is again disordered by the capel. They are now 6 ft. under the slide, and the lode not rich for lead; they are proceeding towards the 50 with all expedition. They sampled on the 16th about 5 tons of silver-lead ore, worth near 30l. per ton.

At the Craddock Moor Mine meeting, on the 29th Aug., the accounts for May and June showed—Balance from last account, 130l. 9s. 9d.; call of 10s. per share, 105l. 10s. = 235l. 19s. 9d.—Labour cost, &c., 75l. 1s. 11d.; materials, &c., 18l. 8s. 7d.; leaving a balance in favour of adventurers of 142l. 9s. 3d. A call of 10s. per share was made.

At the Tokenbury Mine meeting, on the 30th August, the accounts for June and July showed—Balance from last account, 55l. 2s. 11d.; materials sold, 8l. 16s. 4d.; call, 120l. = 178l. 19s. 3d.—Labour cost, &c., 95l. 2s. 7d.; materials, &c., 11l. 5s. 8d.; leaving balance in favour of adventurers, 72l. 11s. A call of 1l. per share was made.

At the Wheal Caroline meeting, on the 30th August, the accounts for May and June showed—Balance end of April, 467l. 4s. 9d.; labour cost, 147l. 10s. 6d.; materials, &c., 165l. 8s. 10d. = 780l. 4s. 1d.—By call, 500l.; leaving balance against the adventurers, 280l. 4s. 1d. A call of 3l. per share was made.

At the Gonamena Mine meeting, on the 29th August, the accounts for May and June showed—Balance end of April, 202l. 18s. 7d.; labour cost, &c., 158l. 9s. 2d.; materials, &c., 24l. 19s. 9d.; leaving balance against adventurers, 386l. 7s. 6d. A call of 12l. per share was made. [All the reports are inserted among our Mining Correspondence.]

At Treburget United Mines meeting, on the 30th August (Mr. James Bennett in the chair), sundry resolutions were passed, condemnatory of the conduct of Mr. George Nicols Simmons (the pursuer), who having had proper notice of the meeting refused to attend, or send the cost-book and vouchers, as requested. The meeting expressed their dissatisfaction of the pursuer's pretended balance-sheets, and, consequently, disallowed them, and declared him disqualified for holding any longer the pursership of the mine; and the meeting adjourned, for the purpose of getting a proper person to take his place—authorising, however, the raising of stone for building an engine-house, &c. Some difference of opinion appears to exist as to the quality of the ore; the result of two samples being given as—Captain Vivian's, lead 65 per cent., silver 65 ozs. per ton; and Mr. Christie's, lead 2 per cent., silver 5 ozs. per ton. The samples from each office being produced, the deputy-agent examined them, and replied—“Capt. Vivian's sample came from our mine, and is good ore; but the sample from Mr. Christie's office is not from our mine. We have no such colour work, and I am sure I did not send one-quarter so poor as this to be assayed.”

At Trelyon Consols Mine quarterly meeting, on Tuesday, the accounts showed—Labour cost for April, 186l. 18s. 9d.; May, 175l. 6s.; June, 171l. 4s. 11d.; lords and boulder's dues, 20l. 7s. 3d.; merchants' bills, 117l. 9s. 9d.; carriage, &c., 29l. 18s. 4d. = 701l. 15s.—Call, 144l.; balance last account, 154l. 16s. 3d.; tin sold, 429l. 11s. 8d.; leaving balance to next account, 112l. 7s. 1d. A call of 10s. per share was made. The object at Wheal Margery is to cut the cross-course about 30 fms. west of the present end, for where it has intersected the lodes in Providence Mines large quantities of tin have always been found. At Wheal Venture the tin appears to dip rapidly westward. In the 42 they have cut the southernmost branch of the main lode, and intend driving east to cut the cross-course.

At Lecha Mines meeting, recently held, the accounts showed—By call in May, 320l.; mine costs and merchants' bills to end of June, 243l. 10s. 4d.; leaving balance in favour of adventurers, 76l. 9s. 8d.

At Trelusback meeting, a call of 10s. per share was made, to carry on the future operations in that concern.

At the ticketing for copper ores, on Thursday, the standard was a shade better, and Tincroft ores realised 3051l. 3s. 6d. exceeding the estimate.

From Wheal Mary Ann we have received the following report from Capt. Peter Clymo, jun., under date the 4th Sept.:

Pollard's shaft is sunk to the 80 fm. level, and the men are now engaged fixing the pit-work to that level. The lode in the 70 fm. level, north of the shaft, is 3 1/2 ft. wide, worth 9l. per fm.; in the same level, south of Pollard's shaft, it is 2 ft. wide, worth 9l. per fm.; in the level of Pollard's shaft, it is 2 ft. wide, worth 10l. per fm. The lode in the 60 fm. level, south of the shaft, is 3 ft. wide, worth 7l. per fm.; the lode in the 50 fm. level, north of the shaft, is 3 ft. wide, worth 12l. per fm. The lode in the 50 fm. level, south of the shaft, is 2 ft. wide, worth 9l. per fm. The lode in the 40 fm. level, north of the shaft, is 3 ft. wide, worth 10l. per fm. The lode in the 30 fm. level, south of the shaft, is 3 ft. wide, worth 10l. per fm. The stopes throughout the mine are usually productive. We sampled on Wednesday one parcel of lead ore, computed 85 tons.

At Hallamanning and Croft Goshal Mines, on Saturday last, the new 70-inch cylinder engine went to work, in the presence of several of the London committee and other parties assembled, and did its work very satisfactorily to all. With such ample power, the mine will soon be ready to receive the anxious tributers and others looking for employment, and we hope the result may be successful.

At Great Wheal Sheba, the lode in the lobby lately discovered continues to improve as they go down, producing large stones of ore—good work.

The Keswick Mining Company's Brandy Mine is reported to have considerably improved. The Salt level is yielding 2 tons of nearly solid lead per fm., and the 30 and north is producing 30 cwt. per fm.

At the Polberro Mines there is now a good supply of water, the stamps in full operation, and the quantity of tin produced will consequently increase. The pitches on the tin ground are looking quite as well as for some time past.

The operations for re-working Swanpool Mine, near Falmouth, commenced on Wednesday week, when the contracts for building engine-house for a 50-inch cylinder engine, boiler-house and stack, smithy, &c., were entered into. The adit and foundations are now in a state of clearance.

At the Nanteos Mine, Raith Du lode, in the deep adit, yields 12 cwt. of ore per fm., and some good ore breaking east of Daniel's. At Gwaith Goch, the tributers are doing pretty well. The stopes at Bwlch Glen are yielding fair quantities of ore, and having a plentiful supply of surface water, the mine will speedily be in fork.

From North Tolgus Mine, we learn that the effect of the recent trial in the Vice-Warden's Court, Nicholls v. Stevens, is that fresh legal proceedings are likely to be adopted, and that Capt. W. Sinecock, the pursuer and manager, will vacate the former appointment at the next meeting.

The creditors of the Roche Rock Mine have been disposed of, and yielded to the effectors a dividend of nearly 16s. in 1l., while Wheal Medlyn materials proved sufficient only to pay the expenses of drawing them up from underground, and—to discharge the solicitor's claim.]

During the week shares have changed hands in Alfred Consols, West Wheal Alfred, Merilyn, Wheal Robins, Trelawny, Tremayne, West Providence, Wheal Vinton, East Wheal George, Condurrow, Comfort, Carn Brea, North Basset, South Frances, Bedford United, Devon Consols, Herodsfoot, Lewis, Spearne Consols, Tamar, Trehan, Tresavean, Black Craig, Bodmin Moor Consols, Bryn-Arian, Devon Consols North, East Boringdon Park, Mendip Hills, North Buller, Wheal Harriet, Wheal Uny, South Tamar, Tavy Consols, Trethvey, West Alfred, Wheal Carpenter, and Wheal Zion.

In Foreign shares, there have been transactions in St. John Del Rey, Santiago, United Mexican, and Worthing.

From the Alten Mines advices have been received to the 14th August. The rains have unfortunately inundated the lower workings. The Old Mine continues to improve, the stopes in Slungi's sink yielding fair returns, with every indication of permanency. The lode in the shaft holds good, and prospects generally are very satisfactory. The total produce for July is in excess of former months, being 10,680 tons. A full report will be found among our Mining Correspondence.

From Linars Mines the advices from Mr. Henry Thomas are to 23d Aug. The lode in the 55, west of Wilson's, is worth 3 1/2 tons per fathom; the stopes east, 10 tons; the pitches further east are very productive. In the 45, east of Shaw's, the lode is worth 2 tons per fm. The old shaft in the 31 and other levels are in progress of clearing, and the engine-shaft is sinking below the 55. The produce from the furnaces is better than at any former period. Ore weighed in this week, 47 tons 12 cwt.; total in stock, 742 tons 11 cwt. Pig-lead smelted this week, 25 tons 15 cwt.; total in stock, 296 tons 10 cwt.

The Linars Mining Company, it will be seen by our advertising columns, have about 95 tons of pig-lead and 92 tons of lead ore for sale, by public competition, on or before Friday, the 12th instant, of the probable yield of 78 per cent. for lead and 10 ozs. of silver in the ton.

The Royal Santiago Company have advices to the 30th of July, which state that water continues to rise in the 22 fathom level, in spite of every effort made to keep it under—being 4 1/2 feet high in the level. An epidemic prevails among the negroes, one half being confined in the hospital. Several European labourers are equal sufferers. All the mine stations are suspended, except at Taylor's shaft, the 10, and stopes. The July raisings will be about 170 tons of copper ore and 5 tons of precipitate.

By the last accounts from Port Adelaide, the exports of copper were greatly on the increase; it appears there were shipped—

On March 1st, by the *Hank*, for Singapore, 405 cakes copper } Patent Copper Company
12,158 tiles }
March 12th, by the *Providence*, for Calcutta, 378 cakes } South Aus. Mining Ass.
24,513 tiles }
" " " " 2,157 tiles } Messrs. C. & F. Beck.
" " " " 3,652 tiles }
March 26th, by the *Punch*, for Singapore, 518 cakes } Patent Copper Company
7,779 tiles }

A correspondent says—“There is no concealing the fact, that the present prices of dividend mines generally are refused to be paid by purchasers, without some attendant ulterior advantages to put the prices upward—and there is good reason in this, as gold may be bought too dearly. So an average rate of dividend of 10 to 12 1/2 upon so uncertain a property as mines (very properly) does not satisfy the thinking man, who has capital to invest; but 15 to 20 per cent., where it can be found in a dividend mine, readily brings purchasers. And those who follow the Share List, will observe that a downward tendency in prices is generally the result in cases of a reduced dividend, irrespective of the future prospects of the mine. Energy, therefore, should be the prevailing principle in the working and development of mining property. To ‘stand still’ is the broker's opportunity, and the shareholder's loss. I would, therefore, advise your readers to look well to those who have the direction of mines, and more especially to the too numerous new schemes intruded on public notice.”

The Board of Trade returns (referred to in another column) fully show the importance of the mineral interests of this country. The value of minerals exported for the month of July was as follows:—

	1849.	1850.	1851.
Metals	£289,105	£279,322	£284,751
Coal	95,126	139,439	145,974
Alkali	25,291	16,773	20,839
Earthenware	20,205	58,067	30,889
Glass	91,545	96,151	88,319
Hardware and cutlery	25,763	26,168	26,776
Machinery	265,398	235,583	251,202
Painters' colours	59,949	74,435	99,358
Painters' colours	16,535	16,482	20,116
Total	£1,502,908	£1,423,019	£1,518,224

The increase over 1850 is 95,295l., or nearly per cent.

The returns for the seven months are—

	1849.	1850.	1851.
Metals	£1,516,757	£1,176,889	£1,495,861
Coal	615,471	732,246	786,938
Salt	162,873	130,253	136,932
Alkali	162,821	240,369	231,538
Earthenware	464,482	573,893	642,613
Glass	145,075	174,004	183,825
Hardware and cutlery	1,190,041	1,492,511	1,628,304
Machinery	310,284	545,182	601,530
Painters' colours	124,453	149,651	163,373
Total	£7,692,187	£9,314,898	£9,870,914

The proportion of mineral produce to the whole manufactures exported is about one quarter.

RAILWAY TRAFFIC.

The aggregate traffic on railways in the United Kingdom, published weekly from the 1st Jan. to the 30th Aug. inclusive, amounted to 9,640,918l.; corresponding period of 1850, to 8,390,093l.; corresponding period of 1849, to 7,339,713l.; and, in 1848, to 6,576,341l.; showing increase in 1851 over the corresponding period of 1850 of 1,250,825l.; and in 1851 over the same period in 1849, of 1,653,372l. The traffic receipts for the above period averaged, in 1851, 1537l. per mile; in 1850, 1518l. per mile; in 1849, 1575l. per mile; and, in 1848, they averaged 1744l. per mile. The traffic receipts on railways during the week ending the 30th of August amounted to 339,722l., being at the rate of 53l. per mile per week, and exceeding by 50,889l. the receipts of the corresponding period of 1850. The gross receipts of eight railways having their termini in the metropolises amounted to 168,868l. for the week ending as above, and for the corresponding week of last year to 131,470l., showing an increase of 37,398l. The increase on the Eastern Counties Railway amounted to 1350l.; on the Great Western, to 7730l.; on the Great Northern, to 7486l.; on the Blackwall, to 204l.; on the London, Brighton, and South Coast, to 1128l.; on the London and North-Western, to 11527l.; on the London and South-Western, to 4511l.; and on the South-Eastern, to 3453l. The aggregate increase as above was 37,398l., being 73s. per cent. of the total increase of traffic on railways in the United Kingdom, and leaving but 26s. per cent. increase on the other railways, the aggregate receipts on which are about the same as those on the metropolises lines.

LEAD ORES.

TICKETINGS FOR ABOUT 90 TONS FOXDALE LEAD ORE.

Bidders.	Douglas, Isle of Man, Sept. 2.	Amounts Bid.
Walker, Parker, and J. Co. (purchasers)	£10 18 6
Matherand Co.	10 12 6
Newton, Keates, and Co.	10 16 0
J. F. Eytton	10 17 0
Sims, Williams, Nevill, and Co.	10 16 6
Thomas Somers	10 1 6
Tamar Smelting Company	10 2 0
Pontifex and Wood	8 2 6
Locke, Blackett, and Co.	9 16 6
W. J. Cookson and Co.	9 9 0

Sold at Aberystwith, on the 1st September.

Mines.	Tons.	Price per Ton.	Purchasers.
East Logylas	55	£10 16 0	Pantier Smelting Co.
ditto	55	10 18 0	ditto
Frongoch	40	10 8 0	ditto

Sold at Bagillt, on the 3d September.

Mines.	Tons.	Price per Ton.	Purchasers.
Black Craig	43	£9 5 6	Newton, Keates, & Co.
Roughtengill	13	£12 4 0	Richardson & Co.
ditto	16	9 12 8	ditto
Court Grange	20	15 1 0	Newton, Keates, & Co.
ditto	6	11 9 0	ditto

BLACK TIN

Mines.	Tons.	Price p. ton.	Purchasers.
Rix Hill	4	£39 0 0	Bischoff Company.
Yceland Consols	3	51 5 0	Daubuz.

COPPER ORES.

Sampled August 20, and Sold at White's Hotel, Pool, Sept. 4.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Tincroft.....	107	£2 8 6	North Pool	98	£2 2 0
ditto	85	2 8 6	ditto	85	3 14 0
ditto	69	4 0 0	ditto	72	4 2 6
ditto	68	3 18 6	ditto	58	5 14 6
ditto	57	2 1 0	ditto	57	2 0 0
ditto	56	3 4 6	ditto	49	4 2 6
ditto	55	4 15 6	ditto	29	3 1 0
ditto	54	5 16 0	Wheal Bassett	112	3 9 0
ditto	52	3 4 6	ditto	94	7 7 0
ditto	38	5 11 0	ditto	78	3 9 0
ditto	37	5 14 0	ditto	43	21 11 0
ditto	36	6 0 6	Wheal Seton... ..	74	8 5 6
ditto	22	16 10 0	ditto	61	3 2 0
North Roskear....	97	5 18 0	ditto	60	2 18 0
ditto	90	6 10 0	ditto	57	5 0 0
ditto	84	5 4 0	ditto	56	4 0 6
ditto	71	5 14 6	Fowey Consols....	86	1 14 0
ditto	68	1 12 0	ditto	71	5 14 6
ditto	65	9 13 6	ditto	66	5 5 0
ditto	55	8 5 6	South Wh. Frances	76	7 2 6
ditto	39	6 0 0	ditto	66	6 18 0
ditto	33	4 12 6	ditto	33	6 8 6
ditto	23	5 8 6	ditto	32	6 14 6
Consolidated... ..	96	4 8 6	Wh. Unity Consols	30	7 1 0
ditto	91	4 12 6	ditto	20	7 14 0
ditto	89	5 8 6	ditto	14	2 19 0
ditto	77	4 16 0	West Fowey Cons.	54	5 10 6
ditto	59	6 0 0	Crane and Bewlaja	32	6 4 0
ditto	40	5 10 0	Camborne Consols.	13	7 2 0

engendered is lost. Mr. CRADDOCK's object has been to devise means for the removal of these disadvantages. His engines are on the double cylinder principle; the two with the valve-face cast in one piece—the larger cylinder being many times the area of the smaller one. The steam having done its duty on the smaller piston passes beneath the larger one, on which it acts by expansion, from whence it is carried to the condenser, in which it is immediately converted into water, and again pumped into the boiler. The valves are most effective, on the double-acting slide principle, one acting on both cylinders; and the engine, taken as a whole, is a model of simplicity and power. The condenser is composed of a series of copper tubes, placed vertically in a circular form, connected at top and bottom by pipes in connection with all, and made to revolve by motion imparted from the engine. It may be worked either in water or air; the latter a most important point when condensing water is scarce.

It is to the boiler, in connection with the high expansive powers of the engine, that we must look for the great economy which Mr. CRADDOCK has succeeded in securing: this is composed of a number of iron pipes placed vertically, having a slight bend at top to allow for expansion and contraction; connected at top and bottom are chambers, which form a communication with the whole series of pipes; the pipes forming four walls of tubes, the interior being the body of the furnace; the fire-bars are at the bottom, the ash pit of course below, which is closed by a self-acting damper acted on by a lever in connection with a small hydro-pneumatic arrangement in the engine-room, which regulates the draft to the greatest nicety, and keeps up only so much fire as is just required for the purposes of the engine. The fire is fed from a hole in the floor of the engine-room above, or by another arrangement (as shown in the Exhibition) in the usual way, and by the tubes being surrounded by a double casing of brick-work, the interstices between them and the tubes forming the flues in which the products of combustion circulate three times before passing into the chimney, the heat is concentrated, and the outer wall is always cool—indeed, the short time after lighting the fire in which the steam is got up is somewhat astonishing.

In concluding these remarks we have no hesitation in adding that Mr. CRADDOCK's improvements are calculated greatly to extend the usefulness of the steam-engine, effect a large amount of reduction in the consumption of fuel, and prevent those awful and destructive explosions which so frequently occur, while the weight and bulk of the engines and boilers for any given power are reduced to less than one-half under the present system, greatly economising first cost and wear and tear. We are glad to find that these improvements of the steam-engine are numerous and diverse, three engines on the above principle will be set to work daily during the present month at the Ranelagh Works, Pimlico; and we sincerely trust that parties interested in the economy of the steam-engine will, without taking any one-sided opinion, see and judge for themselves.

The principle of the Universal Condensing Engine is not new to us; we have already served an apprenticeship to it; and while greatly modified and improved in detail, we have a still higher opinion of its merits, than we expressed in the *MIXING JOURNAL* of June 15th, 1844, as follows:—"Indeed the principle has given a new character to the steam-engine, and one which at a future time may be applied to uses which the inventor never contemplated, conferring new powers on that gigantic specimen of the triumph of mind over matter, and rendering it, with greater economy, still more subservient than, with all its improvements, it at present is to the wants and luxuries of mankind at large."

A return has just been printed, by order of the House of Commons, of the expenditure incurred up to the 1st January last for the *MUSEUM OF PRACTICAL GEOLOGY*, London, divided into the separate heads of cost of building, expenses incurred for other purposes, and amount paid in salaries, stating also if persons employed in the Museum receive other salaries, the time given up to other duties, and where such duties are performed, with similar returns for the *MUSEUM OF IRISH INDUSTRY*, in Dublin. From these returns we find that the cost of the Museum of Practical Geology in London amounted to 43,633*l.* 9*s.* 9*d.*, including two sums of 6000*l.*, voted in 1850 and 1851, for warming and ventilating the building, fitting up the laboratory, and providing the walls in the interior of the building with cases for the reception of specimens. The expenses incurred for other purposes—such as supply and repair of furniture, purchase of minerals, marbles, &c., making models, laboratory expenses, books, fuel, rates, rent, wages, and other incidental expenses—2478*l.* 1*s.* 11*d.* The annual salaries voted by Parliament for 1850 and 1851 amount to 1270*l.*, as follows:—Curator, 250*l.*; chemist, 250*l.*; keeper of mining records, 200*l.*; assistant curator and librarian, 150*l.*; two assistant chemists, 180*l.*; office keeper and resident attendant, 90*l.*; attendant and messenger, 80*l.*; doorkeeper, 70*l.* None of these parties receive any other salaries or emoluments. Sir HENRY DE LA BECHE, the director, is also director of the Geological Survey; he is paid for the latter office only. He is also a Commissioner of Sewers; and attended, during 1850, 48 courts and committees, occupying from 120 to 140 hours. Dr. LYON PLAYFAIR, the chemist, is a special commissioner to the Great Exhibition, for which he receives 2*l.* 2*s.* per day, and his travelling expenses when out of London. The cost of the Museum of Irish Industry, Dublin, is held on lease for 999 years, at a rent of 203*l.* 5*s.* The purchase of the lease and legal expenses amounted to 1691*l.* 18*s.* 4*d.* The sum expended on new buildings is 3460*l.*, and repairs of old house, rent, and taxes, 1272*l.* 16*s.* 4*d.* The total estimated expense of new buildings is 7350*l.*; museum cases, fittings, specimens, laboratory apparatus and materials, fuel, books, and incidental expenses, 737*l.* 8*s.* 10*d.* The housekeeper resides in the Museum, and is allowed coals and candles. The porters are furnished with a livery and a slop dress annually—the cost included in their salaries, and the officers are allowed necessary travelling expenses. The salaries amount to 646*l.* 11*s.* 6*d.*, as follows:—Director, 300*l.*; two assistant chemists, 180*l.*; housekeeper, 86*l.* 1*s.* 6*d.*; house servant, 30*l.*; hall porter, 18*l.* 15*s.*; laboratory porter, 31*l.* 15*s.* None of these persons receive any other salaries. The director (Sir ROBERT KANE) holds the office of President of Queen's College, Cork, for which he receives 800*l.* per annum. The chemist delivers lectures on chemistry during the autumnal recess, for which he is paid by pupils or by institutions.

In our last *Journal* we gave a full account of a trial of very considerable interest which came before the VICE-WARDEN at the recent sitting at Truro; we have now to record some other cases that have since been heard at the same court. The first is one particularly worthy the attentive consideration of the labouring miner; and, although we are ready to bear witness to the fact recorded by the VICE-WARDEN, that "kiting" is by no means so frequent as in former years, still where the underground agents are not mindful of their duty, and leave temptations in the way of tributers, there will occur repetitions of such fraudulent attempts. The tributer now learns (perhaps for the first time) that in the event of being discovered, his ore forfeited and taken by the adventurers, according to the terms contracted for at the sitting-day—in case he is prevailed on by some ill-advicing comrade or cunning plodding lawyer to go to law—that if then defeated, he has the defendant's costs as well as his own to pay. Such parties have hitherto been left to escape this punishment.

At the May sittings, 1850, ALLEN and TRELEASE, the plaintiffs, had petitioned the court to compel defendant (MORCOM, the pursuer) to pay them the amount of tribute upon ore said to have been raised by them in Wheal Golden, and which he had refused, in consequence of being satisfied it was not risen within the limits of their pitch, consequently must have been obtained by the illegal practice of "kiting." His HONOUR, after hearing the case, dismissed the petition, with costs, which not being paid at the last May sittings, Mr. CHILCOTT obtained a rule nisi for an attachment against the plaintiffs for the non-payment of taxed costs, amounting to 17*l.* 3*s.* 11*d.* Mr. BENALLACK was now to show cause against the rule. He had seen the parties, who, from poverty of means, were totally unable to pay the demand, unless time were given them, when they might be assisted and enabled so to do.

The VICE-WARDEN said the pursuer had very justly resisted their demand, which arose from a bad practice on the part of workmen—a practice which tended to diminish the profits and security of mining; and he might say generally, in a great majority of such instances that had come

under his notice, it was clear to him that pursers did not set up this objection of bad faith and bad practice on the part of their labourers, without a thorough conviction that they were justified in so doing by sufficient evidence. Then came the labourers into court, endeavouring, by dint of assertions, and proving their take in the pitch, thus casting, in the first instance, a burden on defendant to refute; but if eventually it was proved that the labourers had preferred a claim which was false, and they had been proved guilty of fraud or improper working, they must pay for it. He could not say that such labourers were in the situation of ordinary debtors, who had, perhaps, heedlessly contracted a debt, and then asked the mercy of their creditor. In this case the tributers were rightly punished; but, of course, if Mr. CHILCOTT chose to consent to give further time, without prejudice to the making his motion for attachment absolute at a future day, he might do so.

Mr. CHILCOTT did not feel so inclined, for very recently the plaintiffs had come upon the mine, behaving with extreme impertinence, showing that they thought themselves free from the consequences of legal proceedings. The adventurers, therefore, considered it would prove a public benefit to make a proper example of such persons—not only as kitters, but for setting themselves up as independent of the law's punishment by the plea of poverty, whilst showing the worst possible example they could, by roving about the mine, before the eyes of the rest of the workmen, with no other than an evil intention. It was, therefore, most desirable that tributers should be made to know that if they acted thus fraudulently, and then went to law, they would be subject to the same consequences as any other parties, and would be compelled to pay the full amount of the costs they unnecessarily put the defendants to. He would, therefore, move for a rule absolute for attachment.

The VICE-WARDEN remarked that either from fear, or some other motives, these sort of cases had very considerably abated of late years, and he was glad to notice it; still, if from a due regard to the public interests of the district Mr. CHILCOTT felt justified in pressing the case, the rule absolute for attachment must be granted.

Another cause, T. H. TILLY v. GUSTARD, was one of a score of pursers' petitions relative to that unfortunate concern—the West United Hills—which cut a very conspicuous figure in our *Journal* of 1846-7 and 1848, during the reign of PAUL RABEY the younger. The shares were hawked about the country as certainly "a dividend-paying concern"—the purchasers being insured from any calls; the seller undertaking to pay them, in case they were required; and the shares were so effectually "worked," that upwards of 400 were transferred—the whole rightly consisting of but 256. Shares were thus cooked up to 20*l.* each, when only 2*l.* 15*s.* had been expended. (See our leading article, Feb. 1847, and the exposure at meetings in 1848, pages 553 and 601.) The consequence has been that for the last two years next to nothing has been doing on the mine. The engine, purchased and paid for nearly four years ago, is not even removed to the spot; and the time has been principally occupied in endeavouring to get in the numerous calls from the deluded shareholders—some of whom have not had the means of paying, whilst others have had to contribute, and suffer the offending party still to rove at large. The defendant's (GUSTARD) 50 shares having been sold by auction, realised 9*s.* each, leaving a debt still remaining of 21*l.* 19*s.* The whole concern has now gone into other hands; and we hope to have *bona fide* mining intelligence from them to communicate to our readers, such as may cause us to forget the many transactions we have before had to record, relating to the working of shares in this hitherto notorious concern.

From the Board of Trade returns issued yesterday, we extract the following detailed account of the quantities of metals of home produce and manufacture exported from the United Kingdom during the month ending the 5th August last, as compared with the corresponding period of the two previous years:—

Metals.	1849.	1850.	1851.
Iron—Pig	18,157	11,555	19,834
Bar, bolt, and rod	49,752	49,558	55,590
Wire	407	294	269
Cast	1,494	1,590	2,577
Wrought of all sorts	11,733	11,456	12,574
Steel—Unwrought	773	837	1,095
Copper, in bricks and pigs	12,043	10,298	10,309
Sheets, nails, &c. (including mixed or yellow metal for sheathing) ..	30,484	16,156	16,910
Wrought of other sorts	1,500	944	1,759
Brass of all sorts	1,910	2,196	729
Lead	1,781	1,763	1,826
Tin—Unwrought	8,453	3,190	3,073
Tin-plates	284,203	283,362	282,940

The amount of movement in the metal trade, evinced by these returns is very large; though there is a slight falling off, as compared with the same month of 1849, when this branch of trade showed great activity, a considerable increase over last year is shown, and the aggregate of the year is larger than ever. The total declared value of all the metals comprised in the above table is 834,751*l.* in 1851, 759,322*l.* in 1850, and 890,105*l.* in 1849, showing an increase of nearly 10 per cent. over last year. The returns for the seven months show a progressive and very important augmentation, the amount being 5,495,861*l.* in 1851, against 5,176,889*l.* in 1850, and 4,516,757*l.* in 1849. The figures for the month, as compared with last year, show an increase in iron and lead, whilst the minor articles of brass and unwrought tin show a slight falling off—tin-plates remaining steady. The exports of foreign and colonial produce for the month ending August 5, are as follows:—

	1849.	1850.	1851.
Copper, unwrought and part wrought ..	263	160	2360
Iron, in bars, unwrought	223	438	224
Steel, unwrought	223	54	78
Lead, pig and sheet	861	488	315
Spelter	450	466	441
Tin, in blocks, ingots, bars, or slabs ..	2,086	130	209
Quicksilver	18,35,077	12,407	97,835

The chief increase is in copper, and the decrease in tin, lead, and unwrought iron.

The returns of imports for the month ended August 5 are as under:—

Metals.	1849.	1850.	1851.
Copper ore and regulus	4298	4514	3794
Copper, unwrought and part wrought ..	5943	7364	6243
Iron, in bars, unwrought	3752	3800	5228
Steel, unwrought	28	12	160
Lead, pig and sheet	765	1106	1445
Spelter	318	1066	1321
Tin, in blocks, ingots, bars, or slabs ..	2667	6067	4495
Quicksilver	18,35,077	1820	—

This return shows an increased importation of iron, lead, and spelter, whilst tin is less than last year.

IMPROVEMENTS IN MANUFACTURING IRON.—Mr. T. Ellis, of the Tredegar Iron-Works, has just patented some improvements in machinery or apparatus to be employed in the manufacture of blooms or piles for railway and other bars or plates of iron. According to the methods of rolling blooms at present practised, the bloom, after having passed through the machine, has to be raised to be introduced between the rolls a second time, in order that it may be again operated on. Mr. Ellis's improvements consist in causing the bloom of iron, after being once drawn through the rolls may be returned through them in the opposite direction; and this operation may be repeated until the bloom shall have been sufficiently rolled. For this purpose, the ends of the rolls are furnished with pinions, which are geared into and actuated by racks, which are connected with a crank by a suitable connecting rod, in such manner that the revolution of the crank may cause the racks to be moved backwards and forwards, and through them, the rollers to revolve alternately in opposite directions. The blooms, after having been sufficiently rolled, may be manufactured in the ordinary manner into bars or plates for railway and other purposes. The same principle of causing the rolls to move alternately in opposite directions may be also applied to the rolling of bars and plates of iron, care being taken that the throw of the crank, the length of the rack, and the size of the pinion shall be so regulated as to cause the roll to pass over a space of greater length than that of the metal operated on.—*Claims:* 1. The application of a crank and rack for giving motion to rolls first in one direction and then in another, when rolling blooms or piles of iron.—2. A rack and pinion working in the manner described, for the purpose of giving motion to rolls for manufacturing blooms or piles of iron.

The British Museum, this week, has experienced a heavy loss by the decease of Mr. Charles König, the curator of the mineralogical department. To those who were acquainted with the collection previous to Mr. König's classification, any commendation on his talents and energy would be needless. At that period it was a disgrace to the nation, and a source of confusion to the student. Through Mr. König's able arrangement, the collection was separated according to the formula of Berzelius, which, by classifying each order and genus, materially assists the learner in his researches, and greatly lessens the labour of the more experienced.

MINING ENTERPRISE—ITS PROGRESS AND PROSPECTS.

British mining, of a legitimate character has, so far as 1851 has progressed, proved fully as profitable as we prognosticated—in fact, exceeded the sanguine expectations of many; and, looking onwards, we see no reason to doubt its maintaining that proud and high position we have contended it is so justly entitled to, and which the public is only just beginning to appreciate; evidenced by an increased attention towards mining, as offering greater advantages than any other kind of speculative investment.

Among the dividend-paying mines, those of the first-class, such as Devon Consols, Wheal Buller, Wheal Bassett, Lisburne, South Frances, and East Wheal Rose, continue at the head, the first four of which never looked better in prospective than at the present time; the two latter are doing exceedingly well, though the shares are rather lower in the market, owing to the reduced dividends on the first, and the levels being reported less productive in the second; this, if true, is likely to be but temporary in a mine of such extensive workings, and wrought so judiciously as it has hitherto been under the watchful eye of its chief proprietors. The account-day for that mine and South Frances being on Monday last, our readers are referred for a statement thereof to our column of City Intelligence.

Carn Brea Mines for July and August fell off considerably in the amount of copper sales, but on Thursday next they sell 736 tons as the yield of one month, and their tin sales (of which we unfortunately are not favoured with the account) are to a large sum regularly every month, and the levels are stated to be looking well.

Alfred Consols continues to make the 6*s.* per share bi-monthly dividend, and to sample regularly about the same quantity of copper ore monthly. As they are beginning to explore the 90 fm. level, as soon as they meet with returns there they may be able to increase the dividend.

North Pool continues to divide 7*l.* 10*s.* per share bi-monthly, and though the levels were not so productive during the last quarter as the preceding, and the balance in hand at last account was less by 390*l.*, still it amounted to 1034*l.* 6*s.* As the deeper portions of the mine are said to be yielding pretty much ore at this time, the second half will doubtless equal the first portion of 1851.

The Wicklow Mines have paid 36 per cent. dividend for the year ending June, 1851.

Traviskay Mine increased her dividend in July to 9*l.* 10*s.* per share; this, with the subsequent sales, and expected sampling, the prospects in the 260, and as high as the 212 fm. level, auger well for its continuance as a good dividend-paying mine for a considerable time to come, notwithstanding all the levels above the 212 are unproductive in the kilnas stratum, and the lode, hitherto only in granite, turns out well for copper ore.

Wheal Mary Ann and Bedford United may be reported to "pursue the even tenor of their way;" they pay their usual rate of dividends, and though the balance in hand at the former was less at the last account, they will more than counterbalance it at the next. The lode north and south of Pollard's shaft, in the 70, looks highly encouraging. They have at Bedford a fine productive lode in Lintern's winze, below the 103 fm. level.

Levant Mine, at the bi-monthly meeting, reduced the dividend from 5*l.* to 2*l.* per share, leaving a balance in hand of 577*l.* 12*s.* 2*d.* Unless there has been a falling off in the tin produce, of which we have no account, the copper sales subsequently made would warrant the assumption that the present dividend bi-monthly will be continued, if not increased.

At North Bassett meeting, last month, in consequence of charging three months' expenditure against two months' ore money, to make the accounts more regular in future, they were unable to resume the making of dividends; but the present prospects in the 82, 72, and level above, warrant the expectation of an early return to them.

Botallack Mine paid 10*l.* per share dividends to the end of June; but at the quarterly meeting, on the 26th August, having 25 tons of black tin unsold, the debtor balance was 738*l.* 10*s.* The mine, however, was reported to be as good as usual, rather improving for copper. The 130 end is pushing forward with all speed, to hole to the winze sinking from the 135. When accomplished, and the 165 and 180 fm. levels are under this, the returns will be considerably augmented, and dividends resumed.

Wheal Lavel and Wheal Golden quarterly statements have not yet reached our hands. The former divided 4*l.* per share to Midsummer, and the latter 15*s.* per share. Both of them are reported to be looking well in the levels and pitches.

Wheal Trelawny paid dividends, amounting to 4*l.* 10*s.* per share, for the first half-year of the present year. At the quarterly meeting, on Monday last (full particulars of which will be found in another column), they showed a profit of 668*l.* 6*s.* 7*d.*, which, with cash in hand to the end of June of 1214*l.* 0*s.* 10*d.*, makes 1882*l.* 7*s.* 5*d.* now in hand to next account. The returns of lead being less than usual, and the 55 end and backs failing, they declared no dividend. The stopes, as well as the north mine, are now looking well, and if they continue to hold good, a dividend will be made at the next quarterly meeting.

Wheal Friendship paid its quarterly dividend of 6*l.* per share in August. At Perran St. George no dividend has been declared this quarter, owing to an extra outlay in machinery. The balance in hand was 1758*l.* 13*s.* 7*d.*, and subsequent sales and samplings warrant the assumption that a dividend will be forthcoming during the present month, and another before the expiration of the year. The prospects were very favourable, according to the reports we were last favoured with, which we could wish were more frequent.

Wheal Seton, although paying only 4*l.* per share dividend since June, looks very promising. The levels and winzes between the 64 and 110 are more than ordinarily productive, and likely to increase the future samplings very considerably.

South Canadian and West Canadian continue their usual rate of dividends, and from the recent sales of copper ore from each, and subsequent samplings, we should judge they were both in a tolerably lasting and healthy condition.

Wheal Spearn Consols, upon an outlay of 17*l.* 5*s.* per 1024 share, say 1280*l.*, made 19 dividends up to 7th March last, equal to 5185*l.* For the quarter ending June they paid 12*s.* 6*d.* per share; that for the present quarter will be declared and paid in about a fortnight; and as they are raising an increased quantity of tin, the Christmas dividend will be considerably enhanced.

South Tolgus dividend has increased bi-monthly to 3*l.* per share, leaving a larger balance in hand of the pursuer. The 54 east has passed through 12 fms. of good ore ground, worth on an average 10 tons per fm., and the rise in the back is productive. They continue discovering from 50 to 70 tons per month, beyond what they take away and bring to market. The mine is only down to the 66, which, in such a locality, is considered to be quite in its infancy.

Great Work Mine has for the quarter increased its dividend to 5*l.* Balleswidden bi-monthly dividend is 4*s.* per share, and increasing the balance in hand a trifle. St. Ives Consols paid their quarterly dividend of 4*l.* per share. Wheal Reeth for the quarter divided 2*l.* 10*s.* per share from tin alone. As they sell to the smelters privately, we have no means of judging of their future prospects, all the intelligence we derive from them being the quarterly statement of accounts. It would at all times afford us pleasure to receive for publication the weekly sales of tin from all the mines, and we feel assured that it is in the power of our numerous mining correspondents to aid us in this desirable object. All we, therefore, need add is, our pages are always open, ready to welcome the reception of such valuable intelligence.

Wheal Tremayne continues the usual bi-monthly dividend of 10*s.* per share, with improving prospects. Boundary shaft is down about 80 fms., the branches worth 20*l.* per fm. Allen's branch, in the 63 east, is worth 20*l.* per fm. A considerable extent of ore ground opening from the 73 up to the 53, altogether warranting the expectation of continued dividends, and likely soon to be of a higher figure, should present prospects continue.

North Roskear increased its bi-monthly dividend to 7*l.* 10*s.* per share, leaving a balance in hand of 1550*l.* 10*s.* 4*d.*, which, with the copper ore sales effected since, and subsequent samplings, promise well for a series of good dividends from this fortunate and well-managed concern.

Wheal Lewis declared its fourth dividend of 10*s.* per share on the 30th of July, and from present appearances we should say there was every probability of its doing the like again before the expiration of the year.

Providence Mines have made their quarterly dividend of 15*s.* per share, and increased the balance in hand, which, with present prospects, will enable them to pay a similar amount during the present quarter.

Wheal Margaret has increased its quarterly dividend to 5*l.* per share, and left an additional balance in the pursuer's hands.

Trehane Mine made its bi-monthly dividend of 1*l.* per share the 30th of

June, and a second the 30th August, with the prospect of another during 1851, should the lead lodes continue equally productive.

Herodfoot Lead Mine, near Liskeard, commenced paying dividends in 1851, during the first half of which the dividend was 5s. per share—on the 13th of August they declared one of 2s. 6d. per share for the quarter. The sump-shaft is down 140 fms. below adit; the lode is there found improved in size, quantity, and quality of the ore. They have had good courses of ore in the 70 and 80, and now that the 90 has come under the same it is probable they will be able to increase the sale of produce and enhance the dividend.

Bryntal Lead Mine, Montgomeryshire, paid 5s. per share dividend for the first half-year ending June, since which we have no particulars.

All-y-Crib Silver-lead Mine, Talybont, Wales, paid 2s. 6d. per share during the same period, and we have no recent intelligence from thence.

The Wellington Mines (tin and copper), Ferranathnoe, paid a dividend of 5s. per share on the 27th March last, but their losses ending with July amounting to 4037. 12s. 2d., they abandoned the workings under adit upon the three lodes for the present, but are driving on them at that level to make discoveries; meantime they contemplate removing the pitwork and steam-engine to another part of the sett, in order to give Fisher's lode an effectual trial; they have, therefore, been under the necessity of making a 10s. per share call upon the shareholders. The prospects on Fisher's lode, as far as it has been wrought, are highly encouraging, and the adventurers seem to entertain no doubt of receiving their money back again in that part of the sett.

The Callington Mines paid 6l. per share in dividends to end of Sept., 1847, since which they have retrograded, and been forced to make calls. The financial account to end June, as audited on the 25th August, leaves a debtor balance of 21194. 4s. 3d. As the quarterly meeting will take place on Wednesday next, we must refer all parties interested to what may then be submitted by the London managing directors of the company.

The General Mining Company for Ireland paid a dividend of 10 percent. for the half-year ending June, with every prospect of doing the same for the next half.

Trothellan Mine has divided 2l. 10s. per share during the present year. The following mines making dividends last year have not done so this:—Comfort, Condurrow, Fowey Consols, Goginan, Great Consols, Stray Park, Par Consols, and Tincroft.

Tresavean Mine divided 4680l. 15s. per share up to 1848, and have made no dividend since.

The Tamar Consols Mines paid 2l. 11s. per share dividends to July, 1849, and have made none since.

The undermentioned mines have not made any dividends for a considerable period:—Dolcoath (the last being in 1847, the total dividend per share to that time having been 8557. 14s.), East Pool, East Wheel Croft, Mining Company for Ireland (the total dividend per share to February, 1847, being 7l. 10s. 6d.), Treleigh Consols, West Providence, St. Erth, and Brewer.

The Holmbush Mines divided 25l. per share to Feb., 1844, and have since then made calls; we understand they are about doing so again in the present month.

Low's Patent Copper Company divided 17. 0s. 6d. per share to July last.

PATENT REFORM.

"What is sport to you is death to us," said the frogs of the fable to the boys, whose sport consisted in throwing stones into their native lake, and these words of the frogs may be very aptly taken up by inventors at the present moment. It may be all very pleasant for Lord Granville to deliver his opinions as to the truth of the socialist's maxim, "*La propriété c'est le vol*," as far as the exclusive enjoyment of the profits from inventions is concerned (it being always remembered that his lordship rules that by no parity of reasoning can this apply to the exclusive enjoyment of a patent of nobility, or the exclusive possession of lands, houses, or money). It may be equally pleasant to Mr. Ricardo to preach free trade in inventive property, and to Sir James Graham to oppose his political adversaries; and the same pleasant feeling may exist at the Treasury, when guarding against the transfer of the patronage occasioned by a change in the Patent Law; but when all these things have resulted in stopping a measure for benefitting inventors, both they and the country may find the same thing both unpleasant and injurious; yet this is precisely the position of matters at the present moment, by which most inventors are brought to a standstill, capital holding back from an investment which still remains in a state of uncertainty as to how far the law of to-morrow may effect the practice of to-day. Patent Reform, however, is not to be hung up to dry till next session, so says ministerial chit chat, the plan of taking off so much of the fees and charges as may be within the power of the Government (which would reduce the cost of patents nearly 50 per cent.) being on the tapis. Should this be carried, which seems rather doubtful, the Government will have shown that they really were in earnest in attempting to reform the Patent Laws, and will have left little for Parliament to do (as regards the practice of obtaining patents), except sanctioning the changes made, and giving inventors the protection of letters patent from the day of filing the petition, and upon the payment of no more than a pound or two (contingent, of course, upon the application not being declared fraudulent, and the full cost being paid up).

Whilst speaking of Patent Reform, we cannot help noticing the publication of Mr. Webster, the barrister, who has exerted himself so much in the good cause, *On the Amendment of the Law and Practice of Letters Patent for Inventions*,* in which he very clearly points out the peculiarities of the case, showing that the Patent Law cannot be merged in the Copyright Law, seeing that it is not the copyright that is desired to be protected, but the substantive idea. Mr. Webster truly says that, notwithstanding the differences between patent reformers, great unanimity exists upon the following cardinal points:—1. Protection from the time of application.—2. One patent for the United Kingdom.—3. Condemnatory as to the present payments in respect of patents.—4. Indices to inventions and publication and enrolment of specifications; and on all these points Mr. Webster gives much sound and practical advice. The publication of Mr. Hindmarsh, on the same subject, is full of pertinent suggestions, but we object to the particular system chalked out by him, as he makes it *in toto* a branch of our Chancery system (from which the Lord deliver us).

Both these gentlemen seem to favour too much the system of preliminary examination before granting patents. In our opinion, no practical good will arise from any preliminary examination which attempts anything more than the suppression of the fraudulent obtaining of patents, by calling for opposers by public announcement, after protection contingently given.

* Chapman and Hall, and F. Ellsworth, Chancery-lane.

CALIFORNIA.—Among the passengers by the *Trent*, which sailed from Southampton on Tuesday, was a party of 18 Belgian miners proceeding to California, under the command of a lieutenant. These men are the first party of an association of 300 picked men from the mining districts of Belgium, who are about to proceed to the diggings, there to carry out, on a large scale, the operations of extracting the precious metal from the auriferous soil of California. They excited considerable attention in the docks, by marching down to the place of embarkation in military form, and by the novelty of their appearance and accoutrements. Each man is armed with a formidable double-barrelled percussion rifle, having a bayonet, and is provided with a knapsack and other military appointments, similar to the French National Guards, which they resemble in everything but the characteristic costume—the dress of the miners being merely the common blouse, &c., corresponding with the ordinary costume of French artisans. The mining operations of this association are to be conducted on scientific principles, and the appearance of the detachment is strikingly in favour of success, as they are evidently equipped in expectation of hard service, and are prepared to encounter the privations of Californian life.—*Times*.

[The party is, we understand, in the employ of the French Company, *Les Minieres Belges*, who have recently taken a lease of a portion of the Mariposa estates of Colonel Fremont through his representatives in Europe—Mr. Hoffman and Mr. Robert—for the purpose of working the auriferous quartz. The present departure will be followed by another mission from the same company by the next or the following Royal Mail steamer. The party of the 2d inst. took out with them, in addition to the matters alluded to, mining implements and utensils. Their operations, we have heard, will be attended by this peculiarity and novelty—that by a scientific process already practised in Belgium by the managers who head this party, the gold and other valuable metals will be extracted from the quartz without the use of, or necessity for, the heavy and expensive machinery hitherto found necessary for reducing the ores. The saving of expense in money, time, and machinery, by the adoption of this process, will be immense, and materially diminish the deep anxiety and jeopardy attending the portage of so heavy machinery into the mining districts.]

ELECTRIC TELEGRAPH TO THE WEST OF ENGLAND.—The contracts for constructing the electric telegraph between the metropolis and Bristol and Exeter have been entered into, and the wires will be hung up forthwith.

Original Correspondence.

THE IRON TRADE—FOREIGN TARIFFS.

SIR,—According to the official returns, the revenue resulting from duties paid by consumers in Prussia on articles protected by the tariff amounts to \$70,000,000—i. e., three times the amount of the direct taxation. The proportion this bears to the population may be seen from the following:—
The agricultural, shipping, carrying, and other interests, not requiring a protective duty give employment to 16,000,000 people.
All interests said to be unable to exist without a protective duty (and which duty has for 30 years been continually raised), give employment to but 300,000 ..
And \$70,000,000 divided amongst these gives \$230 as the gratuity to each workman over and above the wages earned by his labour. That the workmen, however, do not pocket this surplus—"the gift of the nation"—is sufficiently proved by the misery that abounds in German manufacturing districts. The advantages of a protective system assume in Prussia this form, taking wheat as their natural standard of payment: for a wispel (the Prussian measure) of wheat they could at present obtain—

Free of duty	34 tons Scotch pig-iron.
And of home manufacture	1 ton Staffordshire bar-iron.
	1000 yards printed calico.
	400 yards cotton velvet.
	3 tons pig-iron.
	1 ton bar-iron.
	400 yards printed calico.
	180 yards cotton velvet.

But no! they will not allow us to pay them well, and by putting a duty on English goods make it impossible for us to give more for their measure of wheat than 1 ton of Scotch pig-iron, $\frac{1}{2}$ ton Staffordshire bar-iron, 600 yards printed calico, and 200 yards cotton velvet—a suicidal act, which requires no comment. The whole nation, indeed, appears thus arranged by its wise protectionist policy—viz.: Sixteen millions have—

1. No protection! and, consequently, are open to the competition of the world, which allows, of course, neither of immoderate profits nor high wages in such branches of industry.
2. Exports are discouraged and hindered.
3. Home manufactures forced down their throats; and if they will import from England or elsewhere, why they must pay pretty handsomely for the privilege of doing what they like with their money, hard-earned though it may be.
4. They are privileged to pay 97 $\frac{1}{2}$ per cent. of the revenue.
5. They are mulcted of their earnings at least to the tune of \$70,000,000, as shown by the official returns.
6. All natural and indigenous branches of industry are weakened and brought to decay and destruction.

Whilst 2000 manufacturers, protected by a high tariff, and giving employment to but 300,000 people, stand thus:—

1. They receive double, triple—nay, even quadruple—prices for their manufactures.
 2. They claim bounties on all exports, and receive them in many instances.
 3. Everything is done to enable them to purchase provisions (agricultural produce, &c.), hand labour, and raw materials, cheaply; and on raw materials, that in spite of a duty they must import, a drawback is allowed them.
 4. They have to defray but 2 $\frac{1}{2}$ per cent. of the revenue.
 5. Their gains from the tariff are by no means insignificant.
 6. All unnatural branches of industry, incapable of self-support, are furthered and encouraged at any sacrifice.
- "Where ignorance is bliss," is folly to be wise;" but surely, when the injury protection causes the country is known, we may reasonably expect, especially in enlightened Prussia, that a remedy will, ere long, be found.
London, Sept. 2.

TOLLS ON COAL IN THE PORT OF LONDON.

SIR,—In your Journal of the 30th August there is an article on the steam-engine for the purpose of whipping coals in the port of London, in which it is stated that sea coals are taxed with three distinct tolls—viz.: 8d. for the London Bridge Approaches Act, 1d. duty, and 4d. tax, making a total tax of 1s. 1d. a ton. It is further stated that from these annoying and oppressive drawbacks railways are free.

It so happens that all coals brought by railway into the port, or within the boundary of the City dues, are subject to this tax of 1s. 1d. a ton, as you would immediately ascertain by an application to the clerk of the Coal and Corn Committee.

It seems almost beyond belief that coals which do not pass along the Thames at all, and scarcely ever go into the City of London, should be subject to such a tax; but not only is this the fact, but all coals carried by railway, and deposited at any place within 20 miles of London, are subjected to this most ridiculous tax of 1s. 1d. a ton, for the purpose of enriching the London corporation. Every inhabitant of Walford and other villages surrounding London, having access by railway, pays this 1s. 1d. tax; and however unjust it may be for coals brought by sea to be subject to such an extortion, it is evidently monstrous that coals, never either entering the Thames or the City of London, or even any part of the metropolis, should have to pay such a body as the corporation of London is 1s. 1d. for every ton of coals they consume. I am only surprised that the villages surrounding the metropolis are not in a state of complete rebellion against these villainous impositions.
AN INLAND COALOWNER.
Sept. 3.

COPELAND'S CARTRIDGES FOR BLASTING.

SIR,—In your Journal of the 30th September, Mr. Callow has positively stated that my cartridges would stick and lose their efficacy to a much greater extent than his own in tight and untrue holes. Permit me to assure that gentleman that he is in error; for my cartridges, without danger, may be driven down with hammer and bar to the proper point of firing without injury to the case, or affecting the efficacy of the blast. This I am willing to prove by performing the operation myself. Will Mr. Callow do the same with his? This will be a physical test.

Mr. Callow must make himself a little better acquainted with boring before he asserts so very positively—it being well known to all miners and quarrymen that holes will run untrue; and as the borer becomes worn, the diameter of the bottom of the hole must be less than the top when the borer was at its proper size. May I ask Mr. Callow whether holes in granite, bored with a $\frac{1}{4}$ or 5-inch bit are true; whether round or triangular? Mr. Callow, no doubt, is aware that the letter signed "G. C." came from me; and I will attempt to reply to him, begging he will make allowance for any "ignorant and gross error" I may make.

He will not admit the conditions of the holes spoken of by me as being "general," except for the sake of argument. Can he prove the contrary? He says his cartridges are made of wood, of sufficient strength, regular, and true in their shape. Some years back, tin cartridges, sufficient in strength, also regular and true, were used in the Cornish mines; but found not to answer, for the very reason I have given—the holes being unequally bored; consequently, they were discontinued. The wooden cartridge, I imagine, will be equally on the same footing as the tin one, or rather worse, for tin will bend and give; but the wood, I presume, will break.

The second query, as it is called, is answered by Mr. Callow being his own trumpeter. Mr. Campbell in his report is sufficiently reserved, so as to require the evidence of others to satisfy people's minds.

Mr. Callow, I beg to understand, will not consider I am fighting with him for my own personal interest. If he can bring before the world an article better adapted for the miner, the miner's health, life, sight, and limbs, I shall be very glad, and will immediately walk out of the field, giving him the victory.—G. A. COPELAND: *Pendennis, Falmouth, Sept. 1.*

THE CONICAL FLOUR MILL COMPANY.

SIR,—It now appears, from various testimonials given forth by established bakers in the trade, that the flour manufactured by the conical stones, in lieu of the horizontal stones, is much better and stronger than the flour manufactured in the usual way, and makes considerably more bread; that from middling red wheat is strong and of a good colour for such quality, and one baker says, he should like to have all the flour he uses made on this principle, being the best method of grinding he ever saw, and that he is persuaded it will make good flour from second rate wheat, and prove a source of profit.

It seems fairly to be made out that there is an increase of bread of about three quarters loaves in each sack of flour, and that from the weekly consumption of the metropolis alone of 65,590 sacks of flour the increased quantity will be 10,232,142 of 4 lb. loaves per annum; and if rated at 6d. each loaf will be 255,803s. as the loss now sustained every year. This loss will represent about 120,000 qrs. of wheat at least, restricted to the metropolis alone; but if extended to the whole kingdom, and estimating its

population at about 20,000,000, will be a loss on corn of about 960,000 quarters of wheat, and of the value of about 2,046,424s. sterling per year.
Nelson-square, Aug. 27. JONATHAN LUPTON.

BRASSES FOR RAILWAY ENGINES.

SIR,—It seems to be a matter of very great importance to railway proprietors to ascertain and procure for their use the best material for making brasses and bearings for their engines. I find that some brasses heat, and are very quickly worn out, and have to be replaced by others, perhaps in no way better in quality. By inquiring at the Manchester station, a few days since, I find that the brasses which had been used for the last 15 months on No. 30 engine, manufactured by Messrs. Sharp Brothers and Co., of that city, were then quite perfect, and without the least perceptible flaw or wear. Could you, Sir, or any of your numerous readers, inform me what mixture of metals those parties use to constitute this quality of brass.
Swansea, Sept. 2. INQUIRER.

RAILWAY IMPROVEMENTS—CAST-IRON SLEEPERS.

SIR,—There is a trial line of about 50 yards laid down on the Stour Valley Railway, near this place. It has been down about a week, and seems to answer very well. It is on the principle advocated by your able correspondent, Mr. R. W. Keenard—viz.: continuous bearing of cast-iron in the first place, and upon that a wrought-iron top rail. The first cost is said to be less than the present system—the permanent way being of cast-iron, the maintenance of way will be very trifling, comparatively. I believe the rail is patented by a Mr. D. Dalton. There is no wood used, except for keys.—J. SMITH: *Wolverhampton, August 28.*

STEAM TO INDIA, CHINA, &c.—Particulars of the regular MONTHLY MAIL STEAM CONVEYANCE.

AND OF THE ADDITIONAL LINES OF COMMUNICATION, NOW ESTABLISHED BY THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY with the EAST, &c. &c. The Company book PASSENGERS, and receive GOODS and PARCELS, as heretofore, for CEYLON, MADRAS, CALCUTTA, PENANG, SINGAPORE, and HONG KONG, by their steamers, starting from SOUTHAMPTON on the 30th of every month, and from SUEZ on or about the 10th of the month. One of the Company's first-class steamers will also be dispatched from Southampton for Alexandria, as an extra ship, on the 3d of November next, and of alternate months thereafter, in combination with extra steamers, to leave Calcutta on or about the 30th October and 30th December. Passengers may be booked, and goods and parcels forwarded by these extra steamers to or from SOUTHAMPTON, ALEXANDRIA, ADEN, CEYLON, MADRAS, and CALCUTTA.

BOMBAY.—The Company will likewise dispatch from Bombay, about the 1st November next, and of every alternate month thereafter, a first-class steamship for ADEN, to meet there the extra ship between Calcutta and Suez; and at Alexandria one of the Company's steamships will receive the passengers, parcels, and goods, and convey them to Southampton, calling at Malta and Gibraltar.

BUT PASSENGERS, PARCELS, and GOODS for BOMBAY and WESTERN INDIA will be CONVEYED THROUGHOUT from SOUTHAMPTON in the Mail steamers, leaving Southampton on the 30th of October, and of alternate months thereafter, and the corresponding vessels from Suez to Aden, at which latter port a steamship of the Company will be in waiting to embark and convey them to Bombay.

Passengers for Bombay can also proceed by this Company's steamers of the 29th of the month to Malta, thence to Alexandria, by Her Majesty's steamers, and from Suez by the Honorable East India Company's steamers, or by the Mediterranean and Red Sea Navigation Company. On the 29th of the month.—ALEXANDRIA: On the 20th of the month. SPAIN AND PORTUGAL.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, on the 7th, 17th, and 27th of the month.

N.B.—Steamships of the Company now ply direct between Calcutta, Penang, Singapore, and Hong Kong, and between Hong Kong and Shanghai.

For further information and tariffs of the Company's recently revised and reduced rates of passage-money and freight, and for plans of the vessels, and to secure passages, &c., apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

TO MINE PROPRIETORS, WATER-WORK AND LAND-DRAINAGE COMPANIES, CONTRACTORS, MANUFACTURERS, AND OTHERS.

GREAT BRITAIN STEAM-SHIP.

THE PROPRIETORS of this SHIP desire TENDERS for the WHOLE (or for any definite section, that would not prejudice the entirety of the remainder) of HER STEAM MACHINERY, as originally constructed, consisting of FOUR 88-inch CYLINDERS, of 6-feet stroke, with pistons and rods, air-pumps and condensers, connecting-rods and guides, and all the detail of nozzle and valve gearing, necessary to render each pair of cylinders complete in themselves, from the pistons to the crank-pin.

Apply to Mr. Croome, civil engineer, or Capt. Mathews, on board the vessel, Sandes Graving Dock; or Gibbs, Bright, & Co., Liverpool.

EASTERN UNION RAILWAY COMPANY.—At the Half

yearly Meeting of shareholders, held at Radley's Hotel, Bridge-street, Blackfriars, London, on Friday, the 29th day of August, 1851.

JOHN CHEVALLIER COBOLD, Esq., M.P., in the chair.

The advertisement convening the meeting having been read,—

The corporate seal of the Company was affixed to the register of shareholders. The report of the executive committee, as also reports and statements of account, prepared by the auditors, were submitted to the proprietors.

After which the following resolutions were passed:—

That the reports now read be received and adopted.

That this meeting approves the appointment of the executive committee, who have made a straightforward and able report; they are hereby thanked for the same, and are requested to continue their labours, for the purpose of placing the company out of its difficulties.

Mr. Sturge communicated to the meeting the result of an inquiry made by him into the Company's financial affairs during the past month; also result of a meeting of the Preference Shareholders, held at the George and Vulture Tavern, on the 21st inst.; after which it was—

Resolved,—That a committee of three shareholders be appointed to confer with, and co-operate with, the Directors or the Executive Committee on all matters relating to the business of the Company, which such committee may think desirable; and especially to co-operate in settling with the creditors of the Company; and that Robert J. Bagshaw, J. B. Scholey, and Thomas Sturge, Esq., be appointed such committee, with power to add to their number.

The thanks of the shareholders having been voted to the Chairman for his conduct in the chair, and to the Directors generally, the meeting separated.

JOHN CHEVALLIER COBOLD, Chairman.

By order, JAMES F. SAUNDERS, Secretary.

Secretary's Office, Ipswich, August 30, 1851.

EASTERN UNION RAILWAY COMPANY.—At a Special

General Meeting of shareholders, held at Radley's Hotel, Bridge-street, Blackfriars, London, on Friday, the 29th day of August, 1851. To consider, and, if they shall think fit, approve of an agreement for leasing to the Eastern Counties Railway Company the proposed Railway from the Eastern Union Railway at Manningtree to Hawick, with the other works in connection therewith.

JOHN CHEVALLIER COBOLD, Esq., M.P., in the chair.

The notice convening the meeting having been read, it was resolved, with one dissentient,—

That the deed of covenants between this Company and the Eastern Counties Company, now produced and read, containing the terms and conditions of a proposed lease by this Company to the said Eastern Counties Company of the Railway Pier and Works, authorised to be made by an Act of Parliament passed in the session held in the 10th and 11th years of the reign of her present Majesty, entitled the "Eastern Union and Hawick Railway and Pier Act, 1847," be approved, and that the seal of this Company be forthwith affixed to such deed of covenants; and that a lease of the said Railway Pier and other Works be granted by this Company to the said Eastern Counties Railway Company, in accordance with such deed of covenants.

JOHN CHEVALLIER COBOLD, Chairman.

By order, JAMES F. SAUNDERS, Secretary.

Secretary's Office, Ipswich, August 30, 1851.

INSURANCE AGAINST RAILWAY ACCIDENTS, by the

RAILWAY PASSENGERS' ASSURANCE COMPANY.

Empowered by Special Act of Parliament, 12 and 13 Victoria, cap. 40.

OFFICES.—No. 3, OLD BROAD-STREET, LONDON.

CHAIRMAN—JOHN DEAN PAUL, Esq., No. 217, Strand.

DEPUTY-CHAIRMAN—G. B. HARRISON, Esq., No. 24, Great Tower-street.

The distinctive features of the Company are—

1. It is empowered by special Act of Parliament, 12 and 13 Victoria, cap. 40.

2. It has a subscribed capital of One Million sterling, as a guarantee to the assured.

3. In the premium charged the stamp duty is included, which is paid to Government by the Company.

In these respects it is peculiar, and distinguished from any existing Railway Assurance Company.

For the convenience of frequent or daily travellers, the Company issues periodical tickets at the following rates of premium, which gives the holder the option of travelling in any class carriage and on any railway:—

To insure £1000, at an annual premium of 3s.

Single journey tickets are likewise issued at most railway stations in the kingdom at the following rates of premium:—

3d. to insure £1000 in a first-class carriage.

2d. " 500 in a second-class carriage.

1d. " 200 in a third-class carriage.

These sums to be paid to the legal representatives of the holder in cases of fatal accident while travelling by railway, with proportionate compensation to himself in cases of personal injury.

ALEXANDER BEATTIE, Secretary.

3, Old Broad-street, Sept. 2, 1851.

LIVERPOOL COLLEGE OF CHEMISTRY.

Professor—DR. SHERIDAN MUSPRATT.

STUDENTS are INSTRUCTED IN EVERY BRANCH OF THE SCIENCE.

Fees for Analysis or Assays may be had on application, with full prospectuses.

TO THE MINING AND SHIPPING INTERESTS.

WIRE AND HEMP ROPES, MANUFACTURED under

PATENT GRANTED TO JAMES B. WILSON.

HAYDOCK ROPE WORKS, NEAR WARRINGTON.

Applicable to SHIPPING, INCLINED PLANES, MINES, COLLIERIES, &c.; as also to WIRE CABLES for SUBMARINE, OVERLAND, and UNDERLAND TELEGRAPHS.

Sizes, with comparative weights and strength, as also price per cwt. or fathom, may be obtained on application to the patentees.

All sizes of wire strands, railway signal lines, flat and round copper rope, lightning conductors, window sash lines, &c.—Warrington, July 5, 1851.

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Dividends per Share Declared.	Last Paid.	Last Price.	Present Price.
5120	Alfred Consols (copper), Philadelphia	3	£ 1 12 to Aug.	20 6 0 Aug.	14 13	13 14 14
1245	Ally-Crib (silver-lead), Talybont, Wales	5	0 2 6 to August	0 2 6	7 8	
1244	Ballaughdown (tin), St. Just	11 1/2	0 15 to Aug.	0 4 to Aug.	10	
4000	Bedford United (copper), Tavistock Devon	20	2 16 to Aug.	0 4 to Aug.	7 1/2	7 1/2 7 1/2
64	Boswell Downs (tin), St. Just	—	750 0 to May, 1849	5 0 to May	100	
100	Botallack (tin and copper), St. Just	18 1/2	440 0 to 5th April	5 0 to May	300	310 300
1000	Bryntall, Llanidloes, Montgomeryshire	2 1/2	0 5 to end June	0 5 to June	16	14 15
1000	Callington (lead and copper), Callington, Devon	7	6 0 to Sept., 1847	6 0 to Sept.	5 1/2	
128	Carn Brea (copper and tin), Illogan	19	202 0 to June, 1851	2 0 to June	105	100 97 1/2
256	Comford (copper), Gwennap, Cornwall	65	11 0	—	105 100	105 100
256	Comford (copper and tin), Camborne, Cornwall	29	11 0	—	295	295 297
1024	Devon Great Consols (copper), Tavistock	1	239 10 to Aug.	7 0 to Aug.	28	
180	Dolcoath (copper and tin), Camborne	252	855 14 to 1847	—	140	130 140
128	East Pool (tin and copper), Pool, Illogan, Cornwall	24 1/2	233 0 to 1843	—	150	
91	East Wheal Crofty (copper), Illogan, Cornwall	125	242 10	—	450	450 460
128	East Wheal Rose (silver-lead), Newlyn	80	2215 0 to 25th July	15 0 to July	30	
494	Fowey Consols (copper), Tywardreath	40	—	—	5 1/2	
8750	General Mining Company for Ireland (copper)	1 1/2	35 per cent. to June	10 per cent. 1 year	200	200
100	Goghan (lead), Cardiganshire, Wales	—	353 6 8 to January	—	200	200
99	Great Consols (copper), Gwennap, Cornwall	1000	115 0 to Aug.	5 0 to Aug.	200	200
119	Great Work (tin), Gernoe	100	0 7 6 to Aug.	0 2 6 to Aug.	6	5 1/2
1024	Haroldston (lead), near Liskeard, Cornwall	8	25 0 to Feb., 1844	Feb., 1844	11 1/2	12
1000	Holmbush (lead and copper), Callington	24	2 0 to 1st Aug.	0 10 to Aug.	30	15 16 18
1000	Lewis (tin and copper), St. Erth	17	1030 0 to 5th June	5 0 to June	150 155	
160	Levant (copper and tin), St. Just	2 1/2	640 0 to 1st Aug.	30 0 to Aug. 1	700	700
100	Lisburne (lead), Cardiganshire, Wales	75	1 0 6 to July	0 4 6 to July 1	10	
5000	Low's Patent Copper Smelting Company	9	7 10 to 1st Sept., 1847	7 p. ct. p. annum	44	
90000	Mining Company of Ireland (copper, lead, and coal)	2 1/2	220 0 to ditto	7 0 to Aug.	180	212 1/2
100	North Pool (copper and tin), Pool	10	1 1 to 5th April	—	11	10 11
140	North Roscar (copper), Gernoe	10	374 0	—	650	
6000	North Wheal Basset (copper and tin)	55 1/2	15 to June	0 10 to 4th June	40	
1160	Perran St. George (copper and tin)	21 1/2	18 4 6 to Aug.	0 15 to Aug.	25	22 1/2
560	Providence Mines (tin), Uny Lelant	30 1/2	285 0 to July	2 10 to July	122 1/2	125 120
256	South Caradon (copper), St. Cleer	2 1/2	27 0 to 5th Aug.	3 0 to Aug.	150	145 150
256	South Tolgus (copper), Redruth, Cornwall	16	95 15 to 10th July	0 12 6 to July	320	185
948	South Wheal Frances (copper), Illogan	80	859 0 to Aug.	4 0 to Aug.	80	9
1024	Spearhead Consols (tin), St. Just, Cornwall	80	11 10	—	13 1/2	13 1/2
94	St. Ives Consols (tin), St. Ives	15	2 11 to July, 1849	—	4	4 1/2
1000	Stray Park and Camborne Vein (copper), Cornwall	15	2 11 to 6th Sept.	1 0 to Aug.	15	16 15
9600	Tamar Consols (silver-lead), Beeralston	4	26 15 to August	1 0 to Aug.	15	
4000	Tincroft (copper and tin), near Pool	7	1 3 to Oct., 1847	0 5 Oct. 1847	2 1/2	
256	Trevelan (silver-lead), Menheniot	1 1/2	4680 15 to 1848	—	230	200
8000	Trevelan Consols (copper), Redruth	6	402 10 to 5th April	9 10 to Aug.	13	210
96	Trevelan (copper), Gwennap, Cornwall	30	325 15 to August	0 5 to March	305	305
120	Trevelan and Harrier (copper)	180	160 5 to June	2 10 to June	100	100 97 1/2
1024	Wellington (copper & tin), Liskeard, Cornwall	6 1/2	245 0 to 3d Aug.	10 0 to 3d Aug.	380	380 390
256	West Caradon (copper), Liskeard, Cornwall	20	96 10 to 1st Aug.	12 10 to August	530	530 540
512	West Providence (tin), St. Erth	10	2331 10 to Aug.	6 0 to Aug.	120	
256	Wheal Basset (copper), Illogan	10 1/2	1 0 to July	0 5 to July	8	9 1/2
256	Wheal Brewer (copper), Gwennap, Cornwall	2	187 0 to 5th April	2 0 to Aug.	135	150
256	Wheal Buller (copper), Redruth	5	21 5 to 21st Aug.	3 0 to Aug.	60	60 58 50
126	Wheal Friendship (copper) Devon	120	27 10 to August	2 10 to Aug.	75	
5000	Wheal Golden Consols (silver-lead), Penzance	3	194 10 to 5th Aug.	4 0 to Aug.	210	200
430	Wheal Lead (lead and tin), Helston	79	26 10	2 0 to May	50	49 50 51
112	Wheal Mary Ann (lead), Menheniot	5 1/2	6 0 to Aug.	0 10 to Aug.	26	25 26 26 1/2
512	Wheal Mary Ann (lead), Menheniot	5 1/2	—	—	26	
40	Wheal Owles, St. Just, Cornwall	200	—	—	26	
240	Wheal Reeth (tin), Uny Lelant	20 1/2	—	—	26	
198	Wheal Seton (tin and copper), Camborne, Cornwall	107	—	—	26	
820	Wheal Trelawny (silver-lead), Liskeard, Cornwall	3 1/2	—	—	26	
1024	Wheal Tremayne (tin and cop.), Gwennap, Cornwall	9 1/2	—	—	26	
5000	Wicklow (copper), Wicklow	5	—	—	26	

FOREIGN MINES.

Shares.	Mines.	Paid.	Dividends per Share Declared.	Last Paid.	Last Price.	Present Price.
100	Allen Mining Company (copper), Norway	14 1/2	3 0 0 to Mar., 1848	—	2 1/2	
10000	Brazilian Imperial (gold), Brazil	24 1/2	3 17 6 to Dec., 1844	—	2 1/2	
10000	Cobre Copper Company (copper), Cuba	40	45 12 0 to June 1851	31. to June	33 1/2	
10000	Copiapó Mining Company (copper), Chile	14	3 0 0 to Oct., 1850	8s. to Oct., 1850	6 1/2	
90000	General Mining Association (iron & coal), Nova Scotia	32 1/2	10 0 to June, 1851	10s. June, 1851	6 1/2	
5700	Marmato (gold), Colombia	2 1/2	2 0 0 to June, 1851	11. to June, 1851	6 1/2	
5031	Mexican Consols (silver), Mexico	59 1/2	0 8 6 end of 1846	4s. in 1846	—	
7000	Real Santiago (copper), Cuba	10	33 4 0 to July, 1846	—	2 1/2	2 1/2 2 1/2
11000	St. John del Rey (gold), Brazil	15	12 17 6 to Dec., 1850	17. 10s. to June 7	18 1/2	
43174	United Mexican (silver), Mexico	28 1/2	1 12 6 to Feb., 1850	7s. 6d. to Feb., 1850	2 1/2	

Shares.		Paid.	Last Price.	Present Price.	Shares.		Paid.	Last Price.	Present Price.
1024	Appledore (silver-lead and cop.) St. Ives	2 1/2	2 1/2	—	1000	Great Polgoth (tin), St. Austell	3	3	2 1/2
940	Bainoon Consols (tin), Uny Lelant	—	3	—	1024	Great Sheba Consols (tin and copper)	7	5 1/2	5 1/2 6
508	Bell and Lanarth (copper), Gwennap	6	3	—	1024	Great Wheal Alfred, St. Erth and Phillack	4	4	—
1500	Bishopstone (silver-lead), Glamorganshire	2 1/2	10	—	5120	Great Wheal Badden (tin and silver-lead)	2	5	5 4
32	Black Burn, Alston, Cumberland	20	100	—	8000	Great Wheal Martha (cop.), Stoke Clims	—	1 1/2	1
8000	Black Craig (lead), Kirkcubrightshire	5	5	3 3 1/2	512	Great Wheal Rough Tor Consols (copper)	29	20	19
8000	Blackburn (iron), South Wales	50	12	—	1024	Gustavus Mines (copper), Camborne	6 1/2	5	—
1024	Bodmin Consols (lead), Wadebridge	6	4 1/2	4 1/2	512	Hawke's Point (copper), Uny Lelant	8 1/2	3	—
5000	Bodmin Moor Consols (tin and copper)	1	4 1/2	4 1/2	6000	Higginson Down Consols (copper), Calstock	2 1/2	2 1/2	3
1024	Bodmin Wheal Mary (copper), Bodmin	8	8	7	32	Helvella Mining Company, Westmoreland	20	30	—
6000	Bolnowe	2 1/2	4	—	1500	Hennock (silver-lead), Hennock	3	3	1 1/2
180	Bolowall and Nanpan (tin), St. Just	20	30	18 20	10000	Hibernian (copper) Ireland	12 1/2	2	—
1024	Boringdon Park (silver-lead), Plympton	1	3	—	20000	Kenmare and West of Ireland (copper)	1	2	—
940	Boscan (tin), St. Just	15	10	9	1000	Kewick (lead), Portlincule, near Kewick	11	2	—
2400	Boscan (tin), St. Just	1	2	—	3300	Kilbricken (silver-lead), Clare, Ireland	3	3	—
1024	Bottle Hill (copper) Plympton	1	1	—	1024	Kingst and Bedford (lead and copper)	4 1/2	2 1/2	2 1/2
10000	British Iron, New, regia. (iron)	12	8	—	746	Kirkcubrightshire (lead), Kirkcub.	9 1/2	4	—
3000	Bromford (lead)	1	1	—	1024	La Min (Gwennap), tin and copper	13 1/2	6 1/2	6
2400	Bryn-Arian (lead), Cardiganshire	2 1/2	1 1/2	1 1/2	1743	Lamhorow Wheal Maria (copper & tin)	13	12	10
812	Butterdon (lead), Menheniot	3 1/2	7	6 5	5000	Lampoon Consols (copper), St. Neot	1	1	—
2000	Bwlch Consols (silver-lead), Cardiganshire	4	1 1/2	—	252	Lanarth Consols (copper), Gwennap	4	5	4 1/2
1000	Cae-Gwynon (silver-lead), Cardiganshire	4	4 1/2	—	256	Lelant Consols (tin), Uny Lelant	60	22	—
4000	Calstock United (copper)	5	5	4	13000	Llwynmales (lead), Cardiganshire	1	1	—
3000	Cally (copper and lead), Kirkcubrightshire	1	1 1/2	—	8056	Lydford Consols (lead)	10	1 1/2	—
1000	Camborne Consols (copper), Camborne	7	4	—	6000	Marke Valley (copper), Caradon	10	3	2 1/2
3000	Camborne's Steam (lead), Swansea	10	2 1/2	—	512	Merlin Llyn (silver-lead), Merionethshire	1	1	—
1169	Caradon Great Cons. (cop.), Llanlino	7	3	2 1/2	5000	Merthyr Hill, Tyeolton, near Bristol	3 1/2	5	2 1/2 3
1536	Caradon Vale (copper and lead), St. Ives	3 1/2	2	2 1/2 1 1/2	1024	Merrill (lead), Flint	12	12	—
6000	Caradon Wood (lead), Llanlino	—	2	—	356	Mineral Court (tin), near St. Austell	25 1/2	30	20 17
1000	Carbona (tin and copper), Crown	5	5	4	1024	Moditham & Marrabro' (copper & lead)	2 1/2	2 1/2	—
5120	Carn Valley, St. Dennis	1	2	4 5	2000	Molland	1	1 1/2	—
3000	Carthoon Consols (cop. & lead), Wadebridge	4 1/2	6	4 5	1024	Montgomery (lead and copper)	8	10	—
1056	Carvannal (copper), Gwennap	3	12	10 12	160	Morvah Consols (tin and copper)	2	3	—
3000	Cassandra Anne (lead & cop.), Stoke Clims	5	5 1/2	—	820	Nasegollan (tin and copper), Camborne	7	8	7
300	Cefn Bruno (lead), Cardiganshire	1	1	—	2000	Nantose (lead), Cardiganshire	2	30	—
300	Cefn Grey (silver-lead), Cardigan	1	1	—	3000	Nant-y-Car (copper), near Rhyader	3	5 1/2	—
1024	Chytrase (tin and copper), St. Endor	3 1/2	6	—	5000	New Copper Bottom (copper) Bridestown	1 1/2	1 1/2	—
1024	Ciljash and Wentworth (tin & cop.), Redruth	1 1/2	3	2	2048	New East Crowndale (copper and tin)	1 1/2	1 1/2	—
3000	Cod Mawr Pool (lead), Llanwrst	10	10	—	1024	North Buller (copper), Redruth	5	18 1/2	16 1/2 17 1/2
3510	Cook's Kitchen (copper and tin), Illogan	15 1/2	4 1/2	4 1/2	2000	North Downs (copper), Redruth	5	1	—
1000	Copper Bottom (copper), Crown	7	8	6	256	North Fowey Consols	—	12 1/2	—
900	Court Grange (silver-lead), Cardiganshire	10	12	—	5000	North Levant (tin and copper), St. Just	1 1/2	3	2 1/2
1000	Craddock Moor (copper), St. Cleer	29 1/2	9 1/2	8 1/2	2000	North Tamar (silver-lead & copper) Devon	2	2	—
1600	Craig-y-Mwyn (lead), Llanrhadr, Mont.	10	10 1/2	—	256	North Tolgus (copper), Redruth	1 1/2	10	8 1/2
256	Crown and Bejawa (copper), Camborne	20	27	25	256	North Trefusis (tin and copper), Redruth	1	1	—
1000	Cwm Daren (lead), Cardiganshire	1	3 1/2	—	1300	North Wh. Buller, or St. Stephens Tolgus	5	14	6 1/2
2000	Cwm Eryn (lead), Cardiganshire	6	4	—	252	North Wheal Lelant, Penzance	1 1/2	12	—
2000	Cwm Sebon	—	4	—	1024	North Wh. Robert (copper), Walkhampton	2 1/2	1 1/2	—
128	Cwmystwith (lead), Cardiganshire	60	100	—	2048	Okel Tor (lead)	—	—	—
3000	Cyffnodd Fawr (lead), Llanegryn	1	1	—	512	Old Brimpts (tin), Lydford, Ashburton	—	4	2 1/2
3000	Dalhousie (copper and lead), Brecon	1 1/2	10	—	512	Old Wheal Basset (copper), Redruth	2	2	—
1000	Daren (silver-lead), Cardiganshire	3	6 1/2	—	1024	Pendarras Consols (copper), Camborne	8 1/2	4	—
7100	Derwent (copper), Durham	10	3	—	1000	Pendarras and St. Aubyn (tin and copper)	6	10	8 1/2
5000	Devon Consols North (cop.), Lamerston	2 1/2	3	1	406	Penhauger	—	—	—
4160	Devon and Courtenay Consols (copper)	2	1 1/2	—	4934	Pennant and Craigwen (lead)	3	3 1/2	1
768	Devon Great Tincroft, North Bovey	4	6	—	1000	Penrith	1	3	—
5120	Dhurrode (copper) Ireland	2	5	—	2048	Pentire Glaze (silver-lead), St. Minver	5 1/2	5 1/2	5
672	Ding-Dong (tin), Gwul	5	7	—	700	Pen-y-bank and Ergold (lead)	4 1/2	3 1/2	—
4000	Dolfrwynog (copper), Merioneth	4	1	—	1024	Penzance Consols (tin), Sancreed	18	15	1 1/2
2560	Drake Walls (tin and copper), Calstock	6 1/2	6 1/2	5 6 1/2	1000	Peter Tavy and Mary Tavy (copper)	3	10	—
1336	Duke of Cornwall (copper), St. Winnow	2	—	—	200	Phoenix (copper and tin), Llanlino	—	240	—
3000	Dyffryn (copper), Llanlino	10 1/2	2 1/2	—	2048	Plymouth (copper and tin), Plymouth	15	15	13 1/2
1024	East Ballawidden (tin), Sancreed	2 1/2	1 1/2	—	1024	Polberro (tin), St. Agnes	15	15	—
256	East Basset (copper) Redruth	10	17	—	2000	Polgar (copper and tin)	1	3	—
2500	East Birch Tor (tin), near Ashburton	3	3	—	1024	Prad Consols (tin), Towardack	1 1/2	17 1/2	—
2048	East Boringdon Park, Plympton	3	3 1/2	3 1/2 1 1/2	512	Prince Albert (tin), Farnham	1	1	—
1024	East Buller (copper), near Redruth	3 1/2	3	2 3	2500	Rhoscudol and Breheddon (lead)	10 1/2	6	—
128	East Carn Brea (copper), Redruth	4	3	—	10000	Rhymney Iron (iron), Rhymney	50	12	—
1948	East Crowndale (copper), Tavistock	7 1/2	3 1/2	—	10000	St. Austell	7	3	—
300	East Daren (lead), Cardiganshire	13	30	—	1948	Rix Hill (tin), Tavistock	1	1	—
256	East Godelphin (copper), Gwennap	23 1/2	21	19 21	5000	Rocks and Treverbyn (tin), St. Austell	4 1/2	4 1/2	4 1/2
4000	East Guinna Lake Junction (copper)	2	2	—	1000	Runnaford Coombe (tin)	3	2	2 1/2
612	East Seton and Wheal Maude, Redruth	5 1/2	3 1/2	—	1024	Sidney Godelphin (copper), Breage	3 1/2	2	—
9500	East Tamar Consols (sil.-lead), Beerferris	1 1/2	18 1/2	—	10000	Silver Valley & Wh. Brothers (sil.-lead)	1	1	—
256	East Tolgus (copper), Redruth	8	7 1/2	6	3048	Snowdon (copper), Carnarvonshire	3	3	—
1000	East Trevellick (copper), Illogan	6 1/2	7 1/2	1 1/2	1024	Sourton Consols (copper), Camborne	15	3 1/2	—
256	East Wheal Franca (copper), Illogan	6 1/2	7 1/2	1 1/2	2000	South of Scotland	1	1	—
2048	East Wheal George (cop.), Walkhampton	1	3 1/2	3 1/2	3000	South Carn Brea (copper), Illogan	10	8	—
2048	East Wheal Josiah (copper), Tavistock	1	3	—	256	South Friendship Wh. Ann (copper & tin)	30	28	—
512	East Wheal Lelaure (copper)	12	16 1/2	—	1024	South Plain Wood (copper), Ashburton	4 1/2	6	—
1024	East Wheal Margaret (tin and copper)	1 1/2	4 1/2	—	300	South Speed (copper and tin), Uny Lelant	15	30	—
3000	East Wheal Rashleigh, Launceston	3 1/2	3 1/2	3 1/2 3 1/2	9000	South Tamar (silver-lead), Beer Ferris	1 1/2	2 1/2	2 1/2
1000	East Wheal Reeth	12	12	—	256	South Trevellick (lead), near Liskeard	33 1/2	4	—
4000	East Wheal Russell (copper), Tavistock	4	3 1/2	4	2000	South Wales Mining Company (lead)	1	2	—
1024	Espar Lie Llanfihangel-y-Crothlin	4 1/2	5 1/2	—	256	South Wheal Josiah (copper), Calstock	1	3 1/2	1 1/2 1 1/2
1024	Essexor (copper), South Devon	1	1	—	3000	Spargus (copper), St. Austell	30	40	—
6000	Forest (copper and silver-lead), Devon	1	1	—	1024	St. Aubyn and Grylls (copper and tin)	3	4 1/2	3 1/2 4
1024	Fredd Llywydd Mines (lead)	1 1/2	3 1/2	—	13000	St. Endor (copper and lead) St. Endor	1	1 1/2	—
13000	Gallt y-Maen (silver-lead), Merioneth	3	2 1/2 3 1/2	—	999	St. Minver Consols (silver-lead)	1	4	3 1/2
2560	Garras (silver-lead), near Truro	5 1/2	2 1/2	—	687	Tary Consols (copper), near Tavistock	5 1/2	2	1 1/2
5000	Garreg (lead), Flint	—	1 1/2	—	1000	Temple Consols (tin & copper) Cornwall	9	5	—
1000	Gelli-rei-yn (silver-lead), Cardiganshire	1	7	—	128	Tokenbury (copper), St. Ives, Liskeard	64	12	11 1/2
3500	Gouma Consols (tin), St. Ives	2 1/2	12	—	1024	Tolcarne (tin and copper), Camborne	22	3	2 1/2
256	Gouma Consols (tin), St. Cleer	4 1/2	15	—	1024	Trannack and Boscon, St. Erth	1 1/2	3 1/2	—
245	Grampian and St. Aubyn (copper)	8 1/2	34	—	1024	Trannack United Consols (tin and copper)	1	3 1/2	3 1/2 4
6000	Great Bryn Gwynon (copper and tin)	1	1 1/2	—	1024	Trevellick, Farnham	1	4	—
1000	Great Darnley (copper), Merioneth	2	2	—	1024	Trevellick (copper and tin), Tavistock	1	1 1/2	1 1/2 1 1/2